

LEGISLATIVE COMMITTEE MINUTES

SB52

Bill as
Introduced

SB 52-FN - AS INTRODUCED

2023 SESSION

23-0919

07/10

SENATE BILL **52-FN**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

SPONSORS: Sen. Lang, Dist 2; Sen. Watters, Dist 4

COMMITTEE: Transportation

ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects.

Explanation: Matter added to current law appears in ***bold italics***.
 Matter removed from current law appears ~~[in brackets and struck through]~~
 Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to the regulation and operation of electric vehicle charging stations.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 1 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
2 Definitions. Amend RSA 236:132 to read as follows:

3 236:132 Definitions. In this subdivision:

4 I. "Battery electric vehicle" means any vehicle that operates solely by use of a battery or
5 battery pack, or that is powered primarily through the use of an electric battery or battery pack and
6 uses a flywheel or capacitor that stores energy produced by an electric motor or through regenerative
7 braking to assist in vehicle operation.

8 ***II. "Behind the meter" or "customer side" means the service from the customer meter,***
9 ***including the customer's distribution panel, wires and all electric vehicle supply***
10 ***equipment (EVSE).***

11 ~~[II.]~~ ***III. "Electric vehicle" means any battery electric vehicle, fuel cell electric vehicle, or***
12 ***plug-in hybrid electric vehicle.***

13 ***IV. "Electric vehicle utility make-ready investment" means infrastructure installed***
14 ***and owned by electric distribution companies, such as transformers, conductors, and other***
15 ***front of the meter equipment, and the associated engineering and civil construction work***
16 ***necessary which enable the interconnection of behind the meter electric vehicle supply***
17 ***equipment.***

18 ***V. "Front of the meter" or "utility side" means the service from the grid, including***
19 ***the pole, wires, transformer, and all other equipment up to the customer meter to support***
20 ***EVSE development.***

21 ~~[III.]~~ ***VI. "Fuel cell electric vehicle" means any vehicle that operates solely by use of a***
22 ***hydrogen fuel cell.***

23 ~~[IV.]~~ ***VII. "Hybrid electric vehicle" means a motor vehicle that allows power to be delivered***
24 ***to the driver wheels solely by a battery-powered electric motor that also incorporates the use of a***
25 ***combustion engine to provide power to the battery, or any vehicle that allows power to be delivered***
26 ***to the driver wheels by either a combustion engine or by a battery-powered electric motor, or both.***

27 ~~[V.]~~ ***VIII. "Plug-in hybrid electric vehicle" means a hybrid electric vehicle that has the***
28 ***capability to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric***
29 ***source, such that the off-vehicle source cannot be connected to the vehicle while the vehicle is in***
30 ***motion.***

1 ~~[VI.]~~ **IX.** "[~~Electronic~~] **Electric** vehicle charging station " means an electric component or
2 cluster of component assemblies designed specifically to charge an electric vehicle battery by
3 transferring electric energy to a battery or a storage device in the vehicle.

4 ~~[VII.]~~ **X.** "Public electric vehicle charging station" means a charging station, electric
5 recharging point, charging point, or electric vehicle supply equipment, which is an element in an
6 infrastructure that supplies electricity for the recharging of plug-in electric vehicles, including all-
7 electric cars, neighborhood electric vehicles, and plug-in hybrids, and which allows any electric
8 vehicle owner or operator to access and use the charging station, located at a publicly available
9 parking space.

10 ~~[VIII.]~~ **XI.** "Publicly available parking space" means a parking space that has been
11 designated by a property owner or lessee to be available to, and [~~accessibly~~] **accessible** by, the public
12 **24 hours a day, 7 days a week** and may include on-street parking spaces and parking spaces in
13 surface lots or parking garages, but shall not include: (a) a parking space that is part of, or
14 associated with, a private residence; (b) a parking space that is reserved for the exclusive use of an
15 individual driver or vehicle or for a group of drivers or vehicles, such as employees, tenants, visitors,
16 or residents of a common interest development, or residents of an adjacent building; or (c) a parking
17 space reserved for persons who are [~~blind and persons with walking disabilities~~] **disabled** as defined
18 in RSA [~~259:124~~] **265:74**.

19 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
20 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

21 236:133 Operation of Electric Vehicle Charging Stations; Signage.

22 I. [~~The department of transportation shall coordinate with the Federal Highway~~
23 ~~Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal~~
24 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

25 II.] The department of transportation shall develop and install uniform signage consistent
26 with [~~FHWA's~~] **Federal Highway Administration (FHWA)'s** Manual on Uniform Traffic Control
27 Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen
28 fueling stations.

29 ~~[III.]~~ **II.** All publicly funded chargers, including those funded by the **New Hampshire**
30 **Volkswagen Mitigation** Trust [~~Settlement~~] or by federal or other competitively awarded funds,
31 installed after the effective date of this paragraph that are accessible to the public shall be equipped
32 to enable universal access.

33 ~~[IV.]~~ **III.** An owner of an electric vehicle charging station shall not be deemed to be a
34 "utility," "public utility," or "public service company" solely by virtue of [~~the fact that such an owner~~
35 ~~is an owner~~] **ownership** of an electric vehicle charging station. [~~All electricity distribution~~
36 ~~companies shall make available in tariffs terms and rates for electronic vehicle charging stations and~~
37 ~~offer such information to the public.~~]

1 ~~[V.]~~ IV. The public utilities commission shall:

2 (a) ~~[Within 2 years, consider and determine whether it is appropriate to implement any~~
3 ~~of the following rate design standards for electric companies and public service companies:~~

4 ~~(1) Cost of service;~~

5 ~~(2) Prohibition of declining block rates;~~

6 ~~(3) Time of day rates;~~

7 ~~(4) Seasonal rates;~~

8 ~~(5) Interruptible rates;~~

9 ~~(6) Load management techniques; and~~

10 ~~(7) Demand charges.]~~ ***Allow electric distribution companies to recover***
11 ***prudently-incurred costs associated with electric vehicle make-ready work and capital***
12 ***investments it builds, owns, and operates for public electric vehicle charging stations.***

13 (b) ~~[Consider and determine whether it is appropriate to implement electric vehicle time~~
14 ~~of day rates for residential and commercial customers. The standards for determination of such~~
15 ~~implementation shall include consideration whether such implementation would encourage energy~~
16 ~~conservation, optimal and efficient use of facilities and resources by an electric company, and~~
17 ~~equitable rates for electric consumers.]~~ ***Open a docket within 90 days of the effective date of***
18 ***this paragraph to review design proposals from the New Hampshire electric distribution***
19 ***companies to approve a demand charge alternative rate, a demand charge holiday, or***
20 ***alternatively a demand charge rebate/credit/refund, none of which shall preclude Level 2***
21 ***charging. Such a determination shall consider the totality of the following factors for such***
22 ***proposals:***

23 ***(1) Revenue neutrality/possible subsidy.***

24 ***(2) Possible revenue generation.***

25 ***(3) Potential economic stimulus effect.***

26 ***(4) Ability to grow existing and potential statewide EV infrastructure***
27 ***network.***

28 ~~[VI.]~~ V. The owner or operator of a public electric vehicle charging station that requires
29 payment of a fee shall provide multiple payment options ~~[that allow access by the public].~~

30 ~~[VII.]~~ VI. The owner or operator of a public electric vehicle charging station shall disclose
31 the location and characteristics of each such public electric vehicle charging station, including, but
32 not limited to, the address, voltage, and timing restrictions, to the federal database operated by the
33 United States Department of Energy Alternative Fuels Data Center ***and provide updates to this***
34 ***information as needed.***

35 3 Effective Date. This act shall take effect 60 days after its passage.

LBA
23-0919
1/10/23

**SB 52-FN- FISCAL NOTE
AS INTRODUCED**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

FISCAL IMPACT:

Due to time constraints, the Office of Legislative Budget Assistant is unable to provide a fiscal note for this bill, as introduced, at this time. When completed, the fiscal note will be forwarded to the Senate Clerk's Office.

AGENCIES CONTACTED:

Department of Transportation

**SB 52-FN FISCAL NOTE
 AS INTRODUCED**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

FISCAL IMPACT: State County Local None

STATE:	Estimated Increase / (Decrease)			
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Appropriation	\$0	\$0	\$0	\$0
Revenue	\$0	\$0	\$0	\$0
Expenditures	\$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
<i>Funding Source:</i>	<input type="checkbox"/> General <input type="checkbox"/> Education <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Other - Volkswagen Mitigation Trust & National Electric Vehicle Infrastructure Funds			

METHODOLOGY:

This bill relates to the regulation and operation of electric vehicle (EV) charging stations. The Department of Transportation assumes Volkswagen Mitigation Trust (VW Trust) and National Electric Vehicle Infrastructure (NEVI) funds will be utilized to install Electric Vehicle Supply Equipment throughout the State over the next five years and the additional costs for signage is indeterminable at this time and is dependent on size, quantity, and location.

The Department adds that the VW Trust will spend approximately \$4.6 million on infrastructure charging. The State is allotted \$17.2 million in NEVI Program funding and the Department expects that approximately \$15 million will be dedicated to the installation of EV chargers. The remaining funds will cover design and program expenses. The Department notes that one caveat to the NEVI program is the discretionary funding aspect. The Department may apply for additional grants to increase the available funding.

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21 United States Department of Energy Alternative Fuels Data Center *and provide updates to this*
22 *information as needed.*

23 3 Study Committee Established; Electric Vehicle Charging Infrastructure.

24 I. There is established a committee to study funding mechanisms for electric vehicle
25 charging infrastructure.

26 II. Membership and Compensation.

27 (a) The members of the committee shall be as follows:

28 (1) Three members of the house of representatives, appointed by the speaker of the
29 house of representatives.

30 (2) One member of the senate, appointed by the president of the senate.

31 (b) Members of the committee shall receive mileage at the legislative rate when
32 attending to the duties of the committee.

33 III. Duties. The committee shall:

34 (a) Review currently available funding for electric vehicle charging infrastructure,
35 including for electric vehicle utility make-ready investments and front of the meter investments,
36 including:

- 37 (1) Existing state and federal funding sources; and

- 1 (2) Existing ratepayer funding.
- 2 (b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding
- 3 for electric vehicle charging infrastructure, including for electric vehicle utility make-ready
- 4 investments and front-of-the-meter investments. Potential sources of funding may include, but are
- 5 not limited to:
- 6 (1) Meals and rooms tax revenue;
- 7 (2) Electric vehicle registration surcharges;
- 8 (3) Surcharges on electricity purchased through public electric vehicle charging
- 9 stations;
- 10 (4) Expanding eligible use of the municipal portion of motor vehicle registration fees;
- 11 and
- 12 (5) Incentivizing private capital through:
- 13 (A) Business profits tax and business enterprise tax credits.
- 14 (B) State utility property tax credits or exemptions.
- 15 (C) Enabling local property tax exemptions.
- 16 (c) Review non-ratepayer funding mechanisms utilized in other states; and
- 17 (d) Receive input from the public, relevant state agencies, and other entities it sees fit.

18 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson

19 from among the members. The first meeting of the committee shall be called by the first-named

20 house member. The first meeting of the committee shall be held within 45 days of the effective date

21 of this section. Three members of the committee shall constitute a quorum.

22 V. Report. The committee shall report its findings and any recommendations for proposed

23 legislation to the speaker of the house of representatives, the president of the senate, the house

24 clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.

25 4 Effective Date. This act shall take effect 60 days after its passage.

SB 52-FN- FISCAL NOTE
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FISCAL IMPACT: State County Local None

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The Department adds that the VW Trust will spend approximately \$4.6 million on infrastructure charging. The State is allotted \$17.2 million in NEVI Program funding and the Department expects that approximately \$15 million will be dedicated to the installation of EV chargers. The remaining funds will cover design and program expenses. The Department notes that one caveat to the NEVI program is the discretionary funding aspect. The Department may apply for additional grants to increase the available funding.

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II. ***"Behind the meter" or "customer side" means the service from the customer meter, including the customer's distribution panel, wires and all electric vehicle supply equipment (EVSE).***

[H:] III. "Electric vehicle" means any battery electric vehicle, fuel cell electric vehicle, or plug-in hybrid electric vehicle.

IV. ***"Electric vehicle utility make-ready investment" means infrastructure installed and owned by electric distribution companies, such as transformers, conductors, and other front of the meter equipment, and the associated engineering and civil construction work necessary which enable the interconnection of behind the meter electric vehicle supply equipment.***

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I. There is established a committee to study funding mechanisms for electric vehicle charging infrastructure.

II. Membership and Compensation.

(a) The members of the committee shall be as follows:

(1) Three members of the house of representatives, appointed by the speaker of the house of representatives.

(2) One member of the senate, appointed by the president of the senate.

(b) Members of the committee shall receive mileage at the legislative rate when attending to the duties of the committee.

III. Duties. The committee shall:

(a) Review currently available funding for electric vehicle charging infrastructure, including for electric vehicle utility make-ready investments and front of the meter investments, including:

(1) Existing state and federal funding sources; and

(2) Existing ratepayer funding.

(b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding for electric vehicle charging infrastructure, including for electric vehicle utility make-ready investments and front-of-the-meter investments.

Potential sources of funding may include, but are not limited to:

(1) Meals and rooms tax revenue;

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(4) Expanding eligible use of the municipal portion of motor vehicle registration fees; and

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(A) Business profits tax and business enterprise tax credits.

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(c) Review non-ratepayer funding mechanisms utilized in other states; and

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The first meeting of the committee shall be called by the first-named house member. The first meeting of the committee shall be held within 45 days of the effective date of this section. Three members of the committee shall constitute a quorum.

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Revised 1/26/23

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[IV:] VII. "Hybrid electric vehicle" means a motor vehicle that allows power to be delivered to the driver wheels solely by a battery-powered electric motor that also incorporates the use of a combustion engine to provide power to the battery, or any vehicle that allows power to be delivered to the driver wheels by either a combustion engine or by a battery-powered electric motor, or both.

[V:] VIII. "Plug-in hybrid electric vehicle" means a hybrid electric vehicle that has the capability to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric source, such that the off-vehicle source cannot be connected to the vehicle while the vehicle is in motion.

[VI:] IX. "[~~Electronic~~] **Electric** vehicle charging station" means an electric component or cluster of component assemblies designed specifically to charge an electric vehicle battery by transferring electric energy to a battery or a storage device in the vehicle.

[VII:] X. "Public electric vehicle charging station" means a charging station, electric recharging point, charging point, or electric vehicle supply equipment, which is an element in an infrastructure that supplies electricity for the recharging of plug-in electric vehicles, including all-electric cars, neighborhood electric vehicles, and plug-in hybrids, and which allows any electric vehicle owner or operator to access and use the charging station, located at a publicly available parking space.

[VIII:] XI. "Publicly available parking space" means a parking space that has been designated by a property owner or lessee to be available to, and [~~accessibly~~] **accessible** by, the public **24 hours a day, 7 days a week** and may include on-street parking spaces and parking spaces in surface lots or parking garages, but shall not include: (a) a parking space that is part of, or associated with, a private residence; (b) a parking space that is reserved for the exclusive use of an individual driver or vehicle or for a group of drivers or vehicles, such as employees, tenants, visitors, or residents of a common interest development, or residents of an adjacent building; or (c) a parking space reserved for persons who are [~~blind and persons with walking disabilities~~] **disabled** as defined in RSA [~~259:124~~] **265:74**.

2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations; Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

236:133 Operation of Electric Vehicle Charging Stations; Signage.

I. [~~The department of transportation shall coordinate with the Federal Highway Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~]

II. The department of transportation shall develop and install uniform signage consistent with [~~FHWA's~~] **Federal Highway Administration (FHWA)'s** Manual on Uniform Traffic Control Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen fueling stations.

III. All publicly funded chargers, including those funded by the **New Hampshire Volkswagen Mitigation Trust** [~~Settlement~~] or by federal or other competitively awarded funds, installed after the effective date of this paragraph that are accessible to the public shall be equipped to enable universal access.

IV. An owner of an electric vehicle charging station shall not be deemed to be a "utility," "public utility," or "public service company" solely by virtue of [~~the fact that such an owner is an owner~~] **ownership** of an electric vehicle charging station. [~~All electricity distribution companies shall make available in tariffs terms and rates for electric vehicle charging stations and offer such information to the public.~~]

V. The public utilities commission shall:

(a) Within 2 years, consider and determine whether it is appropriate to implement any of the following rate design standards for electric companies and public service companies:

- (1) Cost of service;
- (2) Prohibition of declining block rates;
- (3) Time of day rates;
- (4) Seasonal rates;
- (5) Interruptible rates;
- (6) Load management techniques; and
- (7) Demand charges.

SB 52-FN - VERSION ADOPTED BY BOTH BODIES

03/16/2023 0818s

2023 SESSION

23-0919

07/10

SENATE BILL **52-FN**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

SPONSORS: Sen. Lang, Dist 2; Sen. Watters, Dist 4

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

Explanation: Matter added to current law appears in ***bold italics***.
Matter removed from current law appears [~~in brackets and struckthrough~~].
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to the regulation and operation of electric vehicle charging stations.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 1 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
2 Definitions. Amend RSA 236:132 to read as follows:

3 236:132 Definitions. In this subdivision:

4 I. "Battery electric vehicle" means any vehicle that operates solely by use of a battery or
5 battery pack, or that is powered primarily through the use of an electric battery or battery pack and
6 uses a flywheel or capacitor that stores energy produced by an electric motor or through regenerative
7 braking to assist in vehicle operation.

8 *II. "Behind the meter" or "customer side" means the service from the customer meter,*
9 *including the customer's distribution panel, wires and all electric vehicle supply*
10 *equipment (EVSE).*

11 ~~III.~~ "Electric vehicle" means any battery electric vehicle, fuel cell electric vehicle, or
12 plug-in hybrid electric vehicle.

13 *IV. "Electric vehicle utility make-ready investment" means infrastructure installed*
14 *and owned by electric distribution companies, such as transformers, conductors, and other*
15 *front of the meter equipment, and the associated engineering and civil construction work*
16 *necessary which enable the interconnection of behind the meter electric vehicle supply*
17 *equipment.*

18 *V. "Front of the meter" or "utility side" means the service from the grid, including*
19 *the pole, wires, transformer, and all other equipment up to the customer meter to support*
20 *EVSE development.*

21 ~~VI.~~ "Fuel cell electric vehicle" means any vehicle that operates solely by use of a
22 hydrogen fuel cell.

23 ~~VII.~~ "Hybrid electric vehicle" means a motor vehicle that allows power to be delivered
24 to the driver wheels solely by a battery-powered electric motor that also incorporates the use of a
25 combustion engine to provide power to the battery, or any vehicle that allows power to be delivered
26 to the driver wheels by either a combustion engine or by a battery-powered electric motor, or both.

27 ~~VIII.~~ "Plug-in hybrid electric vehicle" means a hybrid electric vehicle that has the
28 capability to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric
29 source, such that the off-vehicle source cannot be connected to the vehicle while the vehicle is in
30 motion.

1 ~~[VI.]~~ IX. "~~[Electronic]~~ *Electric* vehicle charging station " means an electric component or
2 cluster of component assemblies designed specifically to charge an electric vehicle battery by
3 transferring electric energy to a battery or a storage device in the vehicle.

4 ~~[VII.]~~ X. "Public electric vehicle charging station" means a charging station, electric
5 recharging point, charging point, or electric vehicle supply equipment, which is an element in an
6 infrastructure that supplies electricity for the recharging of plug-in electric vehicles, including all-
7 electric cars, neighborhood electric vehicles, and plug-in hybrids, and which allows any electric
8 vehicle owner or operator to access and use the charging station, located at a publicly available
9 parking space.

10 ~~[VIII.]~~ XI. "Publicly available parking space" means a parking space that has been
11 designated by a property owner or lessee to be available to, and ~~[accessibly]~~ *accessible* by, the public
12 *24 hours a day, 7 days a week* and may include on-street parking spaces and parking spaces in
13 surface lots or parking garages, but shall not include: (a) a parking space that is part of, or
14 associated with, a private residence; (b) a parking space that is reserved for the exclusive use of an
15 individual driver or vehicle or for a group of drivers or vehicles, such as employees, tenants, visitors,
16 or residents of a common interest development, or residents of an adjacent building; or (c) a parking
17 space reserved for persons who are ~~[blind and persons with walking disabilities]~~ *disabled* as defined
18 in RSA ~~[259:124]~~ *265:74*.

19 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
20 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

21 236:133 Operation of Electric Vehicle Charging Stations; Signage.

22 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
23 ~~Administration (FHWA) to ensure sufficient and up to date coverage of uniform signage on federal~~
24 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

25 ~~II.]~~ The department of transportation shall develop and install uniform signage consistent
26 with ~~[FHWA's]~~ *Federal Highway Administration (FHWA)'s* Manual on Uniform Traffic Control
27 Devices for use on state roadways to direct drivers to *electric vehicle* charging and hydrogen
28 fueling stations.

29 ~~[III.]~~ II. All publicly funded chargers, including those funded by the *New Hampshire*
30 Volkswagen *Mitigation* Trust ~~[Settlement]~~ or by federal or other competitively awarded funds,
31 installed after the effective date of this paragraph that are accessible to the public shall be equipped
32 to enable universal access.

33 ~~[IV.]~~ III. An owner of an electric vehicle charging station shall not be deemed to be a
34 "utility," "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner~~
35 ~~is an owner]~~ *ownership* of an electric vehicle charging station. ~~[All electricity distribution~~
36 ~~companies shall make available in tariffs terms and rates for electronic vehicle charging stations and~~
37 ~~offer such information to the public.]~~

1 [V.] IV. The public utilities commission shall:

2 (a) Within 2 years, consider and determine whether it is appropriate to implement any
3 of the following rate design standards for electric companies and public service companies:

- 4 (1) Cost of service;
5 (2) Prohibition of declining block rates;
6 (3) Time of day rates;
7 (4) Seasonal rates;
8 (5) Interruptible rates;
9 (6) Load management techniques; and
10 (7) Demand charges.

11 (b) Consider and determine whether it is appropriate to implement electric vehicle time
12 of day rates for residential and commercial customers. The standards for determination of such
13 implementation shall include consideration whether such implementation would encourage energy
14 conservation, optimal and efficient use of facilities and resources by an electric company, and
15 equitable rates for electric consumers.

16 [VI.] V. The owner or operator of a public electric vehicle charging station that requires
17 payment of a fee shall provide multiple payment options [~~that allow access by the public~~].

18 [VII.] VI. The owner or operator of a public electric vehicle charging station shall disclose
19 the location and characteristics of each such public electric vehicle charging station, including, but
20 not limited to, the address, voltage, and timing restrictions, to the federal database operated by the
21 United States Department of Energy Alternative Fuels Data Center *and provide updates to this*
22 *information as needed.*

23 3 Study Committee Established; Electric Vehicle Charging Infrastructure.

24 I. There is established a committee to study funding mechanisms for electric vehicle
25 charging infrastructure.

26 II. Membership and Compensation.

27 (a) The members of the committee shall be as follows:

28 (1) Three members of the house of representatives, appointed by the speaker of the
29 house of representatives.

30 (2) One member of the senate, appointed by the president of the senate.

31 (b) Members of the committee shall receive mileage at the legislative rate when
32 attending to the duties of the committee.

33 III. Duties. The committee shall:

34 (a) Review currently available funding for electric vehicle charging infrastructure,
35 including for electric vehicle utility make-ready investments and front of the meter investments,
36 including:

- 37 (1) Existing state and federal funding sources; and

1 (2) Existing ratepayer funding.

2 (b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding
3 for electric vehicle charging infrastructure, including for electric vehicle utility make-ready
4 investments and front-of-the-meter investments. Potential sources of funding may include, but are
5 not limited to:

6 (1) Meals and rooms tax revenue;

7 (2) Electric vehicle registration surcharges;

8 (3) Surcharges on electricity purchased through public electric vehicle charging
9 stations;

10 (4) Expanding eligible use of the municipal portion of motor vehicle registration fees;

11 and

12 (5) Incentivizing private capital through:

13 (A) Business profits tax and business enterprise tax credits.

14 (B) State utility property tax credits or exemptions.

15 (C) Enabling local property tax exemptions.

16 (c) Review non-ratepayer funding mechanisms utilized in other states; and

17 (d) Receive input from the public, relevant state agencies, and other entities it sees fit.

18 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson
19 from among the members. The first meeting of the committee shall be called by the first-named
20 house member. The first meeting of the committee shall be held within 45 days of the effective date
21 of this section. Three members of the committee shall constitute a quorum.

22 V. Report. The committee shall report its findings and any recommendations for proposed
23 legislation to the speaker of the house of representatives, the president of the senate, the house
24 clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.

25 4 Effective Date. This act shall take effect 60 days after its passage.

SB 52-FN- FISCAL NOTE
AS INTRODUCED

AN ACT relative to the regulation and operation of electric vehicle charging stations.

FISCAL IMPACT: State County Local None

STATE:	Estimated Increase / (Decrease)			
	FY 2023	FY 2024	FY 2025	FY 2026
Appropriation	\$0	\$0	\$0	\$0
Revenue	\$0	\$0	\$0	\$0
Expenditures	\$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	<input type="checkbox"/> General <input type="checkbox"/> Education <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Other - Volkswagen Mitigation Trust & National Electric Vehicle Infrastructure Funds			

METHODOLOGY:

This bill relates to the regulation and operation of electric vehicle (EV) charging stations. The Department of Transportation assumes Volkswagen Mitigation Trust (VW Trust) and National Electric Vehicle Infrastructure (NEVI) funds will be utilized to install Electric Vehicle Supply Equipment throughout the State over the next five years and the additional costs for signage is indeterminable at this time and is dependent on size, quantity, and location.

The Department adds that the VW Trust will spend approximately \$4.6 million on infrastructure charging. The State is allotted \$17.2 million in NEVI Program funding and the Department expects that approximately \$15 million will be dedicated to the installation of EV chargers. The remaining funds will cover design and program expenses. The Department notes that one caveat to the NEVI program is the discretionary funding aspect. The Department may apply for additional grants to increase the available funding.

AGENCIES CONTACTED:

Department of Transportation

SB 52-FN - VERSION ADOPTED BY BOTH BODIES

03/16/2023 0818s

2023 SESSION

23-0919

07/10

SENATE BILL ***52-FN***

AN ACT relative to the regulation and operation of electric vehicle charging stations.

SPONSORS: Sen. Lang, Dist 2; Sen. Watters, Dist 4

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

Explanation: Matter added to current law appears in ***bold italics***.

Matter removed from current law appears [in brackets and struckthrough:]

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

03/16/2023 0818s 23-0919

07/10

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to the regulation and operation of electric vehicle charging stations.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations; Definitions. Amend RSA 236:132 to read as follows:

236:132 Definitions. In this subdivision:

I. "Battery electric vehicle" means any vehicle that operates solely by use of a battery or battery pack, or that is powered primarily through the use of an electric battery or battery pack and uses a flywheel or capacitor that stores energy produced by an electric motor or through regenerative braking to assist in vehicle operation.

II. "Behind the meter" or "customer side" means the service from the customer meter, including the customer's distribution panel, wires and all electric vehicle supply equipment (EVSE).

~~III.~~ "Electric vehicle" means any battery electric vehicle, fuel cell electric vehicle, or plug-in hybrid electric vehicle.

IV. "Electric vehicle utility make-ready investment" means infrastructure installed and owned by electric distribution companies, such as transformers, conductors, and other front of the meter equipment, and the associated engineering and civil construction work necessary which enable the interconnection of behind the meter electric vehicle supply equipment.

V. "Front of the meter" or "utility side" means the service from the grid, including the pole, wires, transformer, and all other equipment up to the customer meter to support EVSE development.

~~VI.~~ "Fuel cell electric vehicle" means any vehicle that operates solely by use of a hydrogen fuel cell.

(b) Consider and determine whether it is appropriate to implement electric vehicle time of day rates for residential and commercial customers. The standards for determination of such implementation shall include consideration whether such implementation would encourage energy conservation, optimal and efficient use of facilities and resources by an electric company, and equitable rates for electric consumers.

~~[VI.]~~ V. The owner or operator of a public electric vehicle charging station that requires payment of a fee shall provide multiple payment options ~~[that allow access by the public]~~.

~~[VII.]~~ VI. The owner or operator of a public electric vehicle charging station shall disclose the location and characteristics of each such public electric vehicle charging station, including, but not limited to, the address, voltage, and timing restrictions, to the federal database operated by the United States Department of Energy Alternative Fuels Data Center **and provide updates to this information as needed.**

3 Study Committee Established; Electric Vehicle Charging Infrastructure.

I. There is established a committee to study funding mechanisms for electric vehicle charging infrastructure.

II. Membership and Compensation.

(a) The members of the committee shall be as follows:

(1) Three members of the house of representatives, appointed by the speaker of the house of representatives.

(2) One member of the senate, appointed by the president of the senate.

(b) Members of the committee shall receive mileage at the legislative rate when attending to the duties of the committee.

III. Duties. The committee shall:

(a) Review currently available funding for electric vehicle charging infrastructure, including for electric vehicle utility make-ready investments and front of the meter investments, including:

(1) Existing state and federal funding sources; and

(2) Existing ratepayer funding.

(b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding for electric vehicle charging infrastructure, including for electric vehicle utility make-ready investments and front-of-the-meter investments.

Potential sources of funding may include, but are not limited to:

(1) Meals and rooms tax revenue;

(2) Electric vehicle registration surcharges;

(3) Surcharges on electricity purchased through public electric vehicle charging stations;

(4) Expanding eligible use of the municipal portion of motor vehicle registration fees; and

(5) Incentivizing private capital through:

(A) Business profits tax and business enterprise tax credits.

(B) State utility property tax credits or exemptions.

(C) Enabling local property tax exemptions.

(c) Review non-ratepayer funding mechanisms utilized in other states; and

(d) Receive input from the public, relevant state agencies, and other entities it sees fit.

IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson from among the members.

The first meeting of the committee shall be called by the first-named house member. The first meeting of the committee shall be held within 45 days of the effective date of this section. Three members of the committee shall constitute a quorum.

V. Report. The committee shall report its findings and any recommendations for proposed legislation to the speaker of the house of representatives, the president of the senate, the house clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.

4 Effective Date. This act shall take effect 60 days after its passage.

CHAPTER 66
SB 52-FN - FINAL VERSION

03/16/2023 0818s

2023 SESSION

23-0919
07/10

SENATE BILL **52-FN**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

SPONSORS: Sen. Lang, Dist 2; Sen. Watters, Dist 4

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

Explanation: Matter added to current law appears in ***bold italics***.
 Matter removed from current law appears ~~[in brackets and struck through.]~~
 Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

CHAPTER 66
SB 52-FN - FINAL VERSION

03/16/2023 0818s

23-0919
07/10

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Twenty Three

AN ACT relative to the regulation and operation of electric vehicle charging stations.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 66:1 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging
2 Stations; Definitions. Amend RSA 236:132 to read as follows:

3 236:132 Definitions. In this subdivision:

4 I. "Battery electric vehicle" means any vehicle that operates solely by use of a battery or
5 battery pack, or that is powered primarily through the use of an electric battery or battery pack and
6 uses a flywheel or capacitor that stores energy produced by an electric motor or through regenerative
7 braking to assist in vehicle operation.

8 *II. "Behind the meter" or "customer side" means the service from the customer meter,*
9 *including the customer's distribution panel, wires and all electric vehicle supply*
10 *equipment (EVSE).*

11 ~~III.~~ "Electric vehicle" means any battery electric vehicle, fuel cell electric vehicle, or
12 plug-in hybrid electric vehicle.

13 *IV. "Electric vehicle utility make-ready investment" means infrastructure installed*
14 *and owned by electric distribution companies, such as transformers, conductors, and other*
15 *front of the meter equipment, and the associated engineering and civil construction work*
16 *necessary which enable the interconnection of behind the meter electric vehicle supply*
17 *equipment.*

18 *V. "Front of the meter" or "utility side" means the service from the grid, including*
19 *the pole, wires, transformer, and all other equipment up to the customer meter to support*
20 *EVSE development.*

21 ~~VI.~~ "Fuel cell electric vehicle" means any vehicle that operates solely by use of a
22 hydrogen fuel cell.

23 ~~VII.~~ "Hybrid electric vehicle" means a motor vehicle that allows power to be delivered
24 to the driver wheels solely by a battery-powered electric motor that also incorporates the use of a
25 combustion engine to provide power to the battery, or any vehicle that allows power to be delivered
26 to the driver wheels by either a combustion engine or by a battery-powered electric motor, or both.

27 ~~VIII.~~ "Plug-in hybrid electric vehicle" means a hybrid electric vehicle that has the
28 capability to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric
29 source, such that the off-vehicle source cannot be connected to the vehicle while the vehicle is in
30 motion.

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SB 52-FN - FINAL VERSION
- Page 2 -

1 ~~[VI.]~~ IX. "~~[Electronic]~~ *Electric* vehicle charging station " means an electric component or
2 cluster of component assemblies designed specifically to charge an electric vehicle battery by
3 transferring electric energy to a battery or a storage device in the vehicle.

4 ~~[VII.]~~ X. "Public electric vehicle charging station" means a charging station, electric
5 recharging point, charging point, or electric vehicle supply equipment, which is an element in an
6 infrastructure that supplies electricity for the recharging of plug-in electric vehicles, including all-
7 electric cars, neighborhood electric vehicles, and plug-in hybrids, and which allows any electric
8 vehicle owner or operator to access and use the charging station, located at a publicly available
9 parking space.

10 ~~[VIII.]~~ XI. "Publicly available parking space" means a parking space that has been
11 designated by a property owner or lessee to be available to, and ~~[accessibly]~~ *accessible* by, the public
12 *24 hours a day, 7 days a week* and may include on-street parking spaces and parking spaces in
13 surface lots or parking garages, but shall not include: (a) a parking space that is part of, or
14 associated with, a private residence; (b) a parking space that is reserved for the exclusive use of an
15 individual driver or vehicle or for a group of drivers or vehicles, such as employees, tenants, visitors,
16 or residents of a common interest development, or residents of an adjacent building; or (c) a parking
17 space reserved for persons who are ~~[blind and persons with walking disabilities]~~ *disabled* as defined
18 in RSA ~~[259:124]~~ *265:74*.

19 66:2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging
20 Stations; Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as
21 follows:

22 236:133 Operation of Electric Vehicle Charging Stations; Signage.

23 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
24 ~~Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal~~
25 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

26 ~~II.]~~ The department of transportation shall develop and install uniform signage consistent
27 with ~~[FHWA's]~~ *Federal Highway Administration (FHWA)'s* Manual on Uniform Traffic Control
28 Devices for use on state roadways to direct drivers to *electric vehicle* charging and hydrogen
29 fueling stations.

30 ~~III.]~~ II. All publicly funded chargers, including those funded by the *New Hampshire*
31 *Volkswagen Mitigation* Trust ~~[Settlement]~~ or by federal or other competitively awarded funds,
32 installed after the effective date of this paragraph that are accessible to the public shall be equipped
33 to enable universal access.

34 ~~IV.]~~ III. An owner of an electric vehicle charging station shall not be deemed to be a
35 "utility," "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner~~
36 ~~is an owner]~~ *ownership* of an electric vehicle charging station. ~~[All electricity distribution~~

CHAPTER 66
SB 52-FN - FINAL VERSION
- Page 3 -

1 ~~companies shall make available in tariffs terms and rates for electronic vehicle charging stations and~~
2 ~~offer such information to the public.]~~

3 [V.] IV. The public utilities commission shall:

4 (a) Within 2 years, consider and determine whether it is appropriate to implement any
5 of the following rate design standards for electric companies and public service companies:

- 6 (1) Cost of service;
- 7 (2) Prohibition of declining block rates;
- 8 (3) Time of day rates;
- 9 (4) Seasonal rates;
- 10 (5) Interruptible rates;
- 11 (6) Load management techniques; and
- 12 (7) Demand charges.

13 (b) Consider and determine whether it is appropriate to implement electric vehicle time
14 of day rates for residential and commercial customers. The standards for determination of such
15 implementation shall include consideration whether such implementation would encourage energy
16 conservation, optimal and efficient use of facilities and resources by an electric company, and
17 equitable rates for electric consumers.

18 [VI.] V. The owner or operator of a public electric vehicle charging station that requires
19 payment of a fee shall provide multiple payment options [~~that allow access by the public~~].

20 [VII.] VI. The owner or operator of a public electric vehicle charging station shall disclose
21 the location and characteristics of each such public electric vehicle charging station, including, but
22 not limited to, the address, voltage, and timing restrictions, to the federal database operated by the
23 United States Department of Energy Alternative Fuels Data Center *and provide updates to this*
24 *information as needed*.

25 66:3 Study Committee Established; Electric Vehicle Charging Infrastructure.

26 I. There is established a committee to study funding mechanisms for electric vehicle
27 charging infrastructure.

28 II. Membership and Compensation.

29 (a) The members of the committee shall be as follows:

30 (1) Three members of the house of representatives, appointed by the speaker of the
31 house of representatives.

32 (2) One member of the senate, appointed by the president of the senate.

33 (b) Members of the committee shall receive mileage at the legislative rate when
34 attending to the duties of the committee.

35 III. Duties. The committee shall:

CHAPTER 66
SB 52-FN - FINAL VERSION
- Page 4 -

1 (a) Review currently available funding for electric vehicle charging infrastructure,
2 including for electric vehicle utility make-ready investments and front of the meter investments,
3 including:

- 4 (1) Existing state and federal funding sources; and
- 5 (2) Existing ratepayer funding.

6 (b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding
7 for electric vehicle charging infrastructure, including for electric vehicle utility make-ready
8 investments and front-of-the-meter investments. Potential sources of funding may include, but are
9 not limited to:

- 10 (1) Meals and rooms tax revenue;
- 11 (2) Electric vehicle registration surcharges;
- 12 (3) Surcharges on electricity purchased through public electric vehicle charging
13 stations;
- 14 (4) Expanding eligible use of the municipal portion of motor vehicle registration fees;
15 and
- 16 (5) Incentivizing private capital through:
 - 17 (A) Business profits tax and business enterprise tax credits.
 - 18 (B) State utility property tax credits or exemptions.
 - 19 (C) Enabling local property tax exemptions.

20 (c) Review non-ratepayer funding mechanisms utilized in other states; and

21 (d) Receive input from the public, relevant state agencies, and other entities it sees fit.

22 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson
23 from among the members. The first meeting of the committee shall be called by the first-named
24 house member. The first meeting of the committee shall be held within 45 days of the effective date
25 of this section. Three members of the committee shall constitute a quorum.

26 V. Report. The committee shall report its findings and any recommendations for proposed
27 legislation to the speaker of the house of representatives, the president of the senate, the house
28 clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.

29 66:4 Effective Date. This act shall take effect 60 days after its passage.

Approved: June 07, 2023
Effective Date: August 06, 2023

CHAPTER 66
SB 52-FN - FINAL VERSION

03/16/2023 0818s

2023 SESSION

23-0919
07/10

SENATE BILL

52-FN

AN ACT relative to the regulation and operation of electric vehicle charging stations.

SPONSORS: Sen. Lang, Dist 2; Sen. Watters, Dist 4

COMMITTEE: Transportation

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

Explanation: Matter added to current law appears in ***bold italics***.
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Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

CHAPTER 66
SB 52-FN - FINAL VERSION
- Page 2 -

1 electric vehicles, and plug-in hybrids, and which allows any electric vehicle owner or operator to access
2 and use the charging station, located at a publicly available parking space.

3 ~~[VII.]~~ **XI.** "Publicly available parking space" means a parking space that has been designated by
4 a property owner or lessee to be available to, and ~~[accessibly]~~ **accessible** by, the public **24 hours a day, 7**
5 **days a week** and may include on-street parking spaces and parking spaces in surface lots or parking
6 garages, but shall not include: (a) a parking space that is part of, or associated with, a private residence;
7 (b) a parking space that is reserved for the exclusive use of an individual driver or vehicle or for a group of
8 drivers or vehicles, such as employees, tenants, visitors, or residents of a common interest development,
9 or residents of an adjacent building; or (c) a parking space reserved for persons who are ~~[blind and~~
10 ~~persons with walking disabilities]~~ **disabled** as defined in RSA ~~[259:124]~~ **265:74**.

11 66:2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
12 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

13 236:133 Operation of Electric Vehicle Charging Stations; Signage.

14 I. ~~[The department of transportation shall coordinate with the Federal Highway Administration~~
15 ~~(FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal highways using the~~
16 ~~"Alternative Electric Vehicle Charging Symbol Sign."~~

17 ~~II.]~~ The department of transportation shall develop and install uniform signage consistent with
18 ~~[FHWA's]~~ **Federal Highway Administration (FHWA)'s** Manual on Uniform Traffic Control Devices for use
19 on state roadways to direct drivers to **electric vehicle** charging and hydrogen fueling stations.

20 ~~III.]~~ **II.** All publicly funded chargers, including those funded by the **New Hampshire** Volkswagen
21 **Mitigation** Trust ~~[Settlement]~~ or by federal or other competitively awarded funds, installed after the
22 effective date of this paragraph that are accessible to the public shall be equipped to enable universal
23 access.

24 ~~IV.]~~ **III.** An owner of an electric vehicle charging station shall not be deemed to be a "utility,"
25 "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner is an owner]~~
26 **ownership** of an electric vehicle charging station. ~~[All electricity distribution companies shall make~~
27 ~~available in tariffs terms and rates for electric vehicle charging stations and offer such information to the~~
28 ~~public.]~~

29 ~~V.]~~ **IV.** The public utilities commission shall:

30 (a) Within 2 years, consider and determine whether it is appropriate to implement any of the
31 following rate design standards for electric companies and public service companies:

- 32 (1) Cost of service;
- 33 (2) Prohibition of declining block rates;
- 34 (3) Time of day rates;
- 35 (4) Seasonal rates;
- 36 (5) Interruptible rates;
- 37 (6) Load management techniques; and
- 38 (7) Demand charges.

This Document did
not include Page 3

CHAPTER 66
SB 52-FN - FINAL VERSION
- Page 4 -

1 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson from
2 among the members. The first meeting of the committee shall be called by the first-named house
3 member. The first meeting of the committee shall be held within 45 days of the effective date of this
4 section. Three members of the committee shall constitute a quorum.

5 V. Report. The committee shall report its findings and any recommendations for proposed
6 legislation to the speaker of the house of representatives, the president of the senate, the house clerk, the
7 senate clerk, the governor, and the state library on or before November 1, 2024.

8 66:4 Effective Date. This act shall take effect 60 days after its passage.

Approved: June 07, 2023
Effective Date: August 06, 2023

**SB 52-FN- FISCAL NOTE
AS INTRODUCED**

AN ACT relative to the regulation and operation of electric vehicle charging stations.

FISCAL IMPACT: State County Local None

STATE:	Estimated Increase / (Decrease)			
	FY 2023	FY 2024	FY 2025	FY 2026
Appropriation	\$0	\$0	\$0	\$0
Revenue	\$0	\$0	\$0	\$0
Expenditures	\$0	Indeterminable Increase	Indeterminable Increase	Indeterminable Increase
Funding Source:	<input type="checkbox"/> General <input type="checkbox"/> Education <input type="checkbox"/> Highway <input checked="" type="checkbox"/> Other - Volkswagen Mitigation Trust & National Electric Vehicle Infrastructure Funds			

METHODOLOGY:

This bill relates to the regulation and operation of electric vehicle (EV) charging stations. The Department of Transportation assumes Volkswagen Mitigation Trust (VW Trust) and National Electric Vehicle Infrastructure (NEVI) funds will be utilized to install Electric Vehicle Supply Equipment throughout the State over the next five years and the additional costs for signage is indeterminable at this time and is dependent on size, quantity, and location.

The Department adds that the VW Trust will spend approximately \$4.6 million on infrastructure charging. The State is allotted \$17.2 million in NEVI Program funding and the Department expects that approximately \$15 million will be dedicated to the installation of EV chargers. The remaining funds will cover design and program expenses. The Department notes that one caveat to the NEVI program is the discretionary funding aspect. The Department may apply for additional grants to increase the available funding.

AGENCIES CONTACTED:

Department of Transportation

~~[IV:] VII.~~ " Hybrid electric vehicle " means a motor vehicle that allows power to be delivered to the driver wheels solely by a battery-powered electric motor that also incorporates the use of a combustion engine to provide power to the battery, or any vehicle that allows power to be delivered to the driver wheels by either a combustion engine or by a battery-powered electric motor, or both.

~~[V:] VIII.~~ "Plug-in hybrid electric vehicle" means a hybrid electric vehicle that has the capability to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric source, such that the off-vehicle source cannot be connected to the vehicle while the vehicle is in motion.

~~[VI:] IX.~~ "[~~Electronic~~] **Electric** vehicle charging station " means an electric component or cluster of component assemblies designed specifically to charge an electric vehicle battery by transferring electric energy to a battery or a storage device in the vehicle.

~~[VII:] X.~~ "Public electric vehicle charging station" means a charging station, electric recharging point, charging point, or electric vehicle supply equipment, which is an element in an infrastructure that supplies electricity for the recharging of plug-in electric vehicles, including all-electric cars, neighborhood electric vehicles, and plug-in hybrids, and which allows any electric vehicle owner or operator to access and use the charging station, located at a publicly available parking space.

~~[VIII:] XI.~~ "Publicly available parking space" means a parking space that has been designated by a property owner or lessee to be available to, and [~~accessibly~~] **accessible** by, the public **24 hours a day, 7 days a week** and may include on-street parking spaces and parking spaces in surface lots or parking garages, but shall not include: (a) a parking space that is part of, or associated with, a private residence; (b) a parking space that is reserved for the exclusive use of an individual driver or vehicle or for a group of drivers or vehicles, such as employees, tenants, visitors, or residents of a common interest development, or residents of an adjacent building; or (c) a parking space reserved for persons who are [~~blind and persons with walking disabilities~~] **disabled** as defined in RSA [~~259:124~~] **265:74**.

2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations; Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

236:133 Operation of Electric Vehicle Charging Stations; Signage.

~~I. [The department of transportation shall coordinate with the Federal Highway Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

~~H:]~~ The department of transportation shall develop and install uniform signage consistent with [~~FHWA's~~] **Federal Highway Administration (FHWA)'s** Manual on Uniform Traffic Control Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen fueling stations.

~~[HH:] II.~~ All publicly funded chargers, including those funded by the **New Hampshire Volkswagen Mitigation Trust [Settlement]** or by federal or other competitively awarded funds, installed after the effective date of this paragraph that are accessible to the public shall be equipped to enable universal access.

~~[IV:] III.~~ An owner of an electric vehicle charging station shall not be deemed to be a "utility," "public utility," or "public service company" solely by virtue of [~~the fact that such an owner is an owner~~] **ownership** of an electric vehicle charging station. [~~All electricity distribution companies shall make available in tariffs terms and rates for electronic vehicle charging stations and offer such information to the public:]~~

~~[V:] IV.~~ The public utilities commission shall:

(a) Within 2 years, consider and determine whether it is appropriate to implement any of the following rate design standards for electric companies and public service companies:

- (1) Cost of service;
- (2) Prohibition of declining block rates;
- (3) Time of day rates;
- (4) Seasonal rates;
- (5) Interruptible rates;
- (6) Load management techniques; and
- (7) Demand charges.

Amendments

Amendment to SB 52-FN

1 Amend the bill by replacing all after section 1 with the following:

2

3 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
4 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

5 236:133 Operation of Electric Vehicle Charging Stations; Signage.

6 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
7 ~~Administration (FHWA) to ensure sufficient and up to date coverage of uniform signage on federal~~
8 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

9 II.] The department of transportation shall develop and install uniform signage consistent
10 with ~~[FHWA's]~~ **Federal Highway Administration (FHWA)**'s Manual on Uniform Traffic Control
11 Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen
12 fueling stations.

13 ~~[III.]~~ II. All publicly funded chargers, including those funded by the *New Hampshire*
14 Volkswagen *Mitigation* Trust ~~[Settlement]~~ or by federal or other competitively awarded funds,
15 installed after the effective date of this paragraph that are accessible to the public shall be equipped
16 to enable universal access.

17 ~~[IV.]~~ III. An owner of an electric vehicle charging station shall not be deemed to be a
18 "utility," "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner~~
19 ~~is an owner]~~ **ownership** of an electric vehicle charging station. ~~[All electricity distribution~~
20 ~~companies shall make available in tariffs terms and rates for electronic vehicle charging stations and~~
21 ~~offer such information to the public.]~~

22 ~~[V.]~~ IV. The public utilities commission shall:

23 (a) Within 2 years, consider and determine whether it is appropriate to implement any
24 of the following rate design standards for electric companies and public service companies:

- 25 (1) Cost of service;
26 (2) Prohibition of declining block rates;
27 (3) Time of day rates;
28 (4) Seasonal rates;
29 (5) Interruptible rates;
30 (6) Load management techniques; and
31 (7) Demand charges.

Amendment to SB 52-FN

- Page 2 -

1 (b) Consider and determine whether it is appropriate to implement electric vehicle time
2 of day rates for residential and commercial customers. The standards for determination of such
3 implementation shall include consideration whether such implementation would encourage energy
4 conservation, optimal and efficient use of facilities and resources by an electric company, and
5 equitable rates for electric consumers.

6 ~~[VI.]~~ V. The owner or operator of a public electric vehicle charging station that requires
7 payment of a fee shall provide multiple payment options ~~[that allow access by the public]~~.

8 ~~[VII.]~~ VI. The owner or operator of a public electric vehicle charging station shall disclose
9 the location and characteristics of each such public electric vehicle charging station, including, but
10 not limited to, the address, voltage, and timing restrictions, to the federal database operated by the
11 United States Department of Energy Alternative Fuels Data Center *and provide updates to this*
12 *information as needed.*

13 3 Study Committee Established; Electric Vehicle Charging Infrastructure.

14 I. There is established a committee to study ~~funding mechanisms~~ for electric vehicle
15 charging infrastructure.

16 II. Membership and Compensation.

17 (a) The members of the committee shall be as follows:

18 (1) Three members of the house of representatives, appointed by the speaker of the
19 house of representatives.

20 (2) One member of the senate, appointed by the president of the senate.

21 (b) Members of the committee shall receive mileage at the legislative rate when
22 attending to the duties of the committee.

23 III. Duties. The committee shall:

24 (a) Review currently available funding for electric vehicle charging infrastructure,
25 including for electric vehicle utility make-ready investments and front of the meter investments,
26 including:

27 ~~(1) Existing state and federal funding sources; and~~

28 (2) Existing ratepayer funding.

29 (b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding
30 for electric vehicle charging infrastructure, including for electric vehicle utility make-ready
31 investments and front-of-the-meter investments. Potential sources of funding may include, but are
32 not limited to:

33 (1) Meals and rooms tax revenue;

34 (2) Electric vehicle registration surcharges;

35 (3) Surcharges on electricity purchased through public electric vehicle charging
36 stations;

Amendment to SB 52-FN

- Page 3 -

1 (4) Expanding eligible use of the municipal portion of motor vehicle registration fees;
2 and

3 (5) Incentivizing private capital through:

4 (A) Business profits tax and business enterprise tax credits.

5 (B) State utility property tax credits or exemptions.

6 (C) Enabling local property tax exemptions.

7 (c) Review non-ratepayer funding mechanisms utilized in other states; and

8 (d) Receive input from the public, relevant state agencies, and other entities it sees fit.

9 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson
10 from among the members. The first meeting of the committee shall be called by the first-named
11 house member. The first meeting of the committee shall be held within 45 days of the effective date
12 of this section. Three members of the committee shall constitute a quorum.

13 V. Report. The committee shall report its findings and any recommendations for proposed
14 legislation to the speaker of the house of representatives, the president of the senate, the house
15 clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.

16 4 Effective Date. This act shall take effect 60 days after its passage.

UNAPPROVED

2023-0722s

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

UNAPPROVED

Amendment to SB 52-FN

1 Amend the bill by replacing all after the enacting clause with the following:

2

3 1 New Paragraphs; Highway Regulation; Protection and Control Regulations; Electric Vehicle
4 Charging Stations; Definitions. Amend RSA 236:132 by inserting after paragraph VIII the following
5 new paragraphs:

6 IX. "Level 2 charging station" means a charging station, as defined in paragraph VII, whose
7 peak power capacity is more than 7 kilowatts but less than 50 kilowatts.

8 X. "Level 3 charging station" means a charging station, as defined in paragraph VII, whose
9 peak power capacity is 50 kilowatts or greater.

10 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
11 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

12 236:133 Operation of Electric Vehicle Charging Stations; Signage.

13 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
14 ~~Administration (FHWA) to ensure sufficient and up-to-date coverage of uniform signage on federal~~
15 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

16 II.] The department of transportation shall develop and install uniform signage consistent
17 with [FWHA's] *Federal Highway Administration (FHWA)'s* Manual on Uniform Traffic Control
18 Devices for use on state roadways to direct drivers to *electric vehicle* charging and hydrogen
19 fueling stations.

20 ~~III.] II.~~ All publicly funded chargers, including those funded by the *New Hampshire*
21 *Volkswagen Mitigation Trust* ~~[Settlement]~~ or by federal or other competitively awarded funds,
22 installed after the effective date of this paragraph that are accessible to the public shall be equipped
23 to enable universal access.

24 ~~IV.] III.~~ An owner of an electric vehicle charging station shall not be deemed to be a
25 "utility," "public utility," or "public service company" solely by virtue of ~~[the fact that such an owner~~
26 ~~is an owner]~~ *ownership* of an electric vehicle charging station. ~~[All electricity distribution~~
27 ~~companies shall make available in tariffs terms and rates for electronic vehicle charging stations and~~
28 ~~offer such information to the public.]~~

29 V. The public utilities commission shall:

30 (a) ~~Within 2 years, consider and determine whether it is appropriate to implement any~~
31 ~~of the following rate design standards for electric companies and public service companies:~~

32 (1) ~~Cost of service;~~

Amendment to SB 52-FN

- Page 2 -

- 1 ~~(2) Prohibition of declining block rates;~~
- 2 ~~(3) Time of day rates;~~
- 3 ~~(4) Seasonal rates;~~
- 4 ~~(5) Interruptible rates;~~
- 5 ~~(6) Load management techniques; and~~
- 6 ~~(7) Demand charges.~~

7 ~~(b) Consider and determine whether it is appropriate to implement electric vehicle time~~
8 ~~of day rates for residential and commercial customers. The standards for determination of such~~
9 ~~implementation shall include consideration whether such implementation would encourage energy~~
10 ~~conservation, optimal and efficient use of facilities and resources by an electric company, and~~
11 ~~equitable rates for electric consumers.]~~

12 ~~[VI.] IV.~~ The owner or operator of a public electric vehicle charging station that requires
13 payment of a fee shall provide multiple payment options ~~[that allow access by the public].~~

14 ~~[VII.] V.~~ The owner or operator of a public electric vehicle charging station shall disclose the
15 location and characteristics of each such public electric vehicle charging station, including, but not
16 limited to, the address, voltage, and timing restrictions, to the federal database operated by the
17 United States Department of Energy Alternative Fuels Data Center *and provide updates to this*
18 *information as needed.*

19 3 New Section; Highway Regulation; Protection and Control Regulations; Electric Vehicle
20 Charging Stations; Public Electric Vehicle Charging Fund. Amend RSA 236 by inserting after
21 section 134 the following new section:

22 236:135 Public Electric Vehicle Charging Fund.

23 I. There is hereby established a public electric vehicle charging fund in the department of
24 transportation for the purposes of providing rebates to defray the costs of installing, operating, and
25 maintaining public electric vehicle charging stations as defined in RSA 236:132, X. The public
26 electric vehicle public charging fund shall be maintained in the state treasury in distinct and
27 separate custody from all other funds. The fund shall be invested in accordance with RSA 6:8. Any
28 earnings on fund moneys shall be added to the fund. All moneys in the fund shall be nonlapsing and
29 continually appropriated to the department of energy. The public electric vehicle public charging
30 fund shall be used in accordance with this subdivision. Funds from any legislative appropriations,
31 donations, and other funds shall be credited to this fund.

32 II. The department of transportation may dedicate up to 20 percent of the registration
33 surcharge assessed to electric vehicle owners as authorized in RSA 261:141-c to this fund.

34 III. The department of transportation shall make an annual report by October 1 of each
35 year, beginning in 2024, to the house and senate transportation committees, as well as the New
36 Hampshire transportation council detailing how the public electric vehicle charging fund is being
37 used and any recommended changes to such use. The report shall also include information about

1 market conditions that impact the business case for private investment into public electric vehicle
2 charging, such as utilization rates of public electric vehicle public charging stations by region,
3 electric vehicle registration data, public electric vehicle public charging station density by region,
4 and updates on rate structures implemented by the state's electric distribution utilities.

5 IV. Program Design:

6 (a) Up to 50 percent of available funds may be made available for rebates for the
7 installation of publicly available level 2 charging stations; up to 50 percent may be made available
8 for rebates for the installation of publicly available level 3 charging stations; and up to 50 percent
9 may be made available for paying utility demand charges.

10 (b) Within 30 days of the effective date of this section, the department of transportation
11 shall conduct a request for information to solicit feedback on rebate program design, including but
12 not limited to:

13 (1) Market barriers that currently limit private investment in public electric vehicle
14 charging infrastructure.

15 (2) Appropriate rebate levels for both level 2 and level 3 charging stations.

16 (3) Whether rebates for installed charging stations or to offset demand charges are
17 more effective at leveraging private investment.

18 (4) How to target rebates to destinations that are currently underserved by electric
19 vehicle charging infrastructure.

20 (5) How to ensure the rebate program is not duplicative of the National Electric
21 Vehicle Infrastructure program, funds disbursed for electric vehicle charging from the New
22 Hampshire Volkswagen Mitigation Trust, and any other federal, state, or utility funding sources.

23 (6) Whether and how to restrict rebates to entities that would not otherwise invest
24 in public electric vehicle charging infrastructure.

25 (c) Within 90 days of conclusion of the request for information, the department of
26 transportation shall produce a proposal of how to allocate rebate funding. The public shall have 30
27 days to provide comment on the department's proposal. The proposal shall be finalized no later than
28 March 1, 2024.

29 V. The department of transportation shall, after notice and hearing, by order or rule,
30 establish an application process for the rebate program established under paragraph I.

31 VI. The department of transportation may, after notice and hearing, by order or rule,
32 establish additional incentive or rebate programs and competitive grant opportunities for electric
33 vehicle charging infrastructure sited in New Hampshire, or adjust rebate levels or eligibility.

34 VII. The department of transportation may contract with a third party for the
35 administration of the rebate program.

36 VIII. This program shall be exempt from the provisions of RSA 541-A.

Amendment to SB 52-FN

- Page 4 -

1 4 New Subparagraph; State Treasurer and State Accounts; Application of Receipts; Public
2 Electric Vehicle Charging Fund. Amend RSA 6:12, I(b) by inserting after subparagraph (387) the
3 following new subparagraph:

4 (383) Moneys deposited into the public electric vehicle charging fund established in
5 RSA 236:135.

6 5 New Subparagraph; New Hampshire Transportation Council; Membership. Amend RSA 238-
7 A:4 by inserting after subparagraph I(k) the following new subparagraph:

8 (l) Two members of the travel and tourism industry, appointed by the commissioner
9 of the department of business and economic affairs.

10 6 Effective Date. This act shall take effect 60 days after its passage.

UNAPPROVED

2023-0792s

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes the public electric vehicle charging fund.

UNAPPROVED

Amendment to SB 52-FN

1 Amend the bill by replacing all after section 1 with the following:

2

3 2 Highway Regulation, Protection and Control Regulations; Electric Vehicle Charging Stations;
4 Operation of Electric Vehicle Charging Stations; Signage. Amend RSA 236:133 to read as follows:

5 236:133 Operation of Electric Vehicle Charging Stations; Signage.

6 I. ~~[The department of transportation shall coordinate with the Federal Highway~~
7 ~~Administration (FHWA) to ensure sufficient and up to date coverage of uniform signage on federal~~
8 ~~highways using the "Alternative Electric Vehicle Charging Symbol Sign."~~

9 II.] The department of transportation shall develop and install uniform signage consistent
10 with [FWHA's] **Federal Highway Administration (FHWA)**'s Manual on Uniform Traffic Control
11 Devices for use on state roadways to direct drivers to **electric vehicle** charging and hydrogen
12 fueling stations.

13 [III.] **II.** All publicly funded chargers, including those funded by the **New Hampshire**
14 Volkswagen **Mitigation** Trust [Settlement] or by federal or other competitively awarded funds,
15 installed after the effective date of this paragraph that are accessible to the public shall be equipped
16 to enable universal access.

17 [IV.] **III.** An owner of an electric vehicle charging station shall not be deemed to be a
18 "utility," "public utility," or "public service company" solely by virtue of [the fact that such an owner
19 is an owner] **ownership** of an electric vehicle charging station. [All electricity distribution
20 companies shall make available in tariffs terms and rates for electronic vehicle charging stations and
21 offer such information to the public.]

22 [V.] **IV.** The public utilities commission shall:

23 (a) Within 2 years, consider and determine whether it is appropriate to implement any
24 of the following rate design standards for electric companies and public service companies:

- 25 (1) Cost of service;
26 (2) Prohibition of declining block rates;
27 (3) Time of day rates;
28 (4) Seasonal rates;
29 (5) Interruptible rates;
30 (6) Load management techniques; and
31 (7) Demand charges.

Amendment to SB 52-FN

- Page 2 -

1 (b) Consider and determine whether it is appropriate to implement electric vehicle time
2 of day rates for residential and commercial customers. The standards for determination of such
3 implementation shall include consideration whether such implementation would encourage energy
4 conservation, optimal and efficient use of facilities and resources by an electric company, and
5 equitable rates for electric consumers.

6 ~~[VI.]~~ V. The owner or operator of a public electric vehicle charging station that requires
7 payment of a fee shall provide multiple payment options ~~[that allow access by the public]~~.

8 ~~[VII.]~~ VI. The owner or operator of a public electric vehicle charging station shall disclose
9 the location and characteristics of each such public electric vehicle charging station, including, but
10 not limited to, the address, voltage, and timing restrictions, to the federal database operated by the
11 United States Department of Energy Alternative Fuels Data Center *and provide updates to this*
12 *information as needed.*

13 3 Study Committee Established; Electric Vehicle Charging Infrastructure.

14 I. There is established a committee to study funding mechanisms for electric vehicle
15 charging infrastructure.

16 II. Membership and Compensation.

17 (a) The members of the committee shall be as follows:

18 (1) Three members of the house of representatives, appointed by the speaker of the
19 house of representatives.

20 (2) One member of the senate, appointed by the president of the senate.

21 (b) Members of the committee shall receive mileage at the legislative rate when
22 attending to the duties of the committee.

23 III. Duties. The committee shall:

24 (a) Review currently available funding for electric vehicle charging infrastructure,
25 including for electric vehicle utility make-ready investments and front of the meter investments,
26 including:

27 (1) Existing state and federal funding sources; and

28 (2) Existing ratepayer funding.

29 (b) Identify additional, and determine the feasibility of, non-ratepayer sources of funding
30 for electric vehicle charging infrastructure, including for electric vehicle utility make-ready
31 investments and front-of-the-meter investments. Potential sources of funding may include, but are
32 not limited to:

33 (1) Meals and rooms tax revenue;

34 (2) Electric vehicle registration surcharges;

35 (3) Surcharges on electricity purchased through public electric vehicle charging
36 stations;

Amendment to SB 52-FN

- Page 3 -

1 (4) Expanding eligible use of the municipal portion of motor vehicle registration fees;

2 and

3 (5) Incentivizing private capital through:

4 (A) Business profits tax and business enterprise tax credits.

5 (B) State utility property tax credits or exemptions.

6 (C) Enabling local property tax exemptions.

7 (c) Review non-ratepayer funding mechanisms utilized in other states; and

8 (d) Receive input from the public, relevant state agencies, and other entities it sees fit.

9 IV. Chairperson; Quorum. The members of the study committee shall elect a chairperson
10 from among the members. The first meeting of the committee shall be called by the first-named
11 house member. The first meeting of the committee shall be held within 45 days of the effective date
12 of this section. Three members of the committee shall constitute a quorum.

13 V. Report. The committee shall report its findings and any recommendations for proposed
14 legislation to the speaker of the house of representatives, the president of the senate, the house
15 clerk, the senate clerk, the governor, and the state library on or before November 1, 2024.

16 4 Effective Date. This act shall take effect 60 days after its passage.

UNAPPROVED

2023-0818s

AMENDED ANALYSIS

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects and establishes a committee to study electric vehicle charging infrastructure funding.

UNAPPROVED

Committee Minutes

SENATE CALENDAR NOTICE
Transportation

Sen Denise Ricciardi, Chair
Sen David Watters, Vice Chair
Sen Ruth Ward, Member
Sen Carrie Gendreau, Member
Sen Donovan Fenton, Member

Date: January 12, 2023

HEARINGS

Tuesday

01/17/2023

(Day)

(Date)

Transportation

Legislative Office Building 101 1:00 p.m.

(Name of Committee)

(Place)

(Time)

1:00 p.m.

SB 52-FN

relative to the regulation and operation of electric vehicle charging stations.

EXECUTIVE SESSION MAY FOLLOW

Sponsors:

SB 52-FN

Sen. Lang

Sen. Watters

Peter O'Neill 271-4151

Denise Ricciardi
Chairman

Senate Transportation Committee

Peter O'Neill 271-4151

SB 52-FN, relative to the regulation and operation of electric vehicle charging stations.

Hearing Date: January 17, 2023

Time Opened: 1:00 p.m.

Time Closed: 2:05 p.m.

Members of the Committee Present: Senators Ricciardi, Watters, Ward, Gendreau and Fenton

Members of the Committee Absent : None

Bill Analysis: This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects.

Sponsors:

Sen. Lang

Sen. Watters

Who supports the bill: Sen. Lang, Sen. Watters, Rep. Gerald Ward, Rob Werner; League of Conservation Voters, Carol Foss; New Hampshire Audubon, Emily Kelly; Charge Point, James Penfold; Revision Energy, Nick Krackoff; Conservation Law Fund, Marc Brown; Alliance for Automotive Innovation, Tom Prasol; NH Rental Assistance, Sam Evans-Brown; Clean Energy New Hampshire, Jessyca Keeler; Ski NH, Jackson Bouley; New Hampshire Auto Dealers Association

Who opposes the bill: Julie Smith

Who is neutral on the bill: Josh Elliot; New Hampshire Department of Energy

Summary of Testimony Presented:

Senator Tim Lang, District 2

- Senator Lang introduced the bill and testified in support of the bill.
- Electric vehicle adoption rose from 2% to over 7% in the last 2 years. The adoption rate will go higher as more EVs are developed. California has already reached an adoption rate of 25% of their population.
- Discussion of EVs is largely due to tourism from Massachusetts. People need to charge their cars in order to go from Massachusetts to New Hampshire and then back home to Massachusetts.

- If charging isn't available, people might choose other states than New Hampshire to visit. There is a state interest in having charging stations available for EV drivers. New Hampshire would then lose out on tourism money, as well as any revenue from the rooms and meals tax.
- With having this work done now, the state allows for front of meter work and make ready work to be accessible, poll to meter rates being accessible, and allowing for electricity being more available. This work would be rate recoverable. Eversource has done a \$1,000,000 worth of work and had increased rates based on the work done.
- Sen. Lang said putting these charging stations in helps people that drive EVs but it is important to avoid electric rates going up with the rates as high as they are now.
- It is important to identify what state aid is available and what federal aid is available. Would there be a way to use an existing funding source to help with these charging stations. It might be possible to use some ARPA funds but a conversation with the Governor would need to happen. The funds are set to expire in a year and a half.
- The incentives of putting these stations in at businesses are going to the businesses. This can be a huge expense for them and simply just putting in charging stations could hike the costs for rate payers across the state.
- Sen. Gendreau said that there are no electric vehicles being sold in the North Country. She asked how far up north would stations be installed.
 - Sen. Lang said it probably wouldn't make sense to put the charging stations all the way up north where not many people would use them. He said, as the chair of Ways and Means, that he was thinking from what these charging stations do in relation to the rooms and meals tax.
- Senator Watters said he appreciated the bill and could see the use of the ARPA funds. He said he wanted to hear from DES for a few questions but he also wanted to talk more about investing in the North Country.
 - Sen. Lang said there is a charging side to the argument and a utility side. There is also a business side that is being promoted but the utilities could go up. That would then be on the back of the rate payer.

Emily Kelly, Public Policy Manager for Charge Point

- Mrs. Kelly said it is important to improve business cases for investing and deploying for electric vehicle charging. Electric vehicle drivers need to be able to charge at home and when taking long-distance trips.

- Charge Point is the leading vehicle charging network across the country, has three public points in New Hampshire, and has over 200,000 charging point ports worldwide.
- Providing smart network charging solutions is key. Locations like fueling stores, convenience stores, schools, and other locations as well makes the most sense.
- Legislation would help enable NH utilities and lower customer costs of installing EV infrastructure.
- Make ready infrastructure is crucial. Without the make ready program of upfront costs, those costs would fall on local businesses. Make ready is the prewiring of the electrical infrastructure. Without this work, sites cannot be ready for EVs.
- Demand charges are paid by customers in kilowatt hours. Commercial businesses can have higher demand by highest peak demand in any given month.
- In the case of public fast charging, it could have a low load factor. Two cars plugged in can drain a lot of energy. High demand charges can account for 30%-70% of utility costs.
- \$3,000,000,000 in make ready investments could be made. Many utilities in other states have addressed the issues already.
- Sen. Watters asked if the bill would accelerate private investment in NH.
 - Mrs. Kelly said yes. Charge point doesn't really want to be the owner and operator but these kinds of investments will help lower the cost and spur investment.
 - Sen. Watters asked about on demand charge, issues about distributing energy, and the grid. Can we expect utilities to put out AMIs determining what sources are using what resources.
 - Mrs. Kelly said the auto industry is evolving and functions like that could happen in the near future too.
 - Sen. Watters asked, from the companies perspective, would stations they install perform these functions.
 - Mrs. Kelly said yes, in the future. Things are still very much being created and innovation is still to come.

James Penfold, Director of EV Charging Revision Energy

- Mr. Penfold supported the bill as it helps with NH EV developments.
- Revision Energy operates in three New England states and have two branches in New Hampshire.

- He said it is rare to find fast charging stations in rural or seasonal areas. This situation will remain if the extremely high cost of charging stays the same. There is very little appetite to invest north of Concord or in the southwestern part of the state.
- It is expensive to install utility owned infrastructure and bring power from the grid to parking lot. Customers would also need to pay for the installation of the station.
- The bill would authorize the Public Utilities Commission to design utility programs with customers in mind. This has been commonly referred to as make ready.
- Utilities access is determined by demand charges. It lays out the needed steady power in a factory and is different than individual EV charging stations. Demand charges can be over 70% of a bill and crush a business model. This can often be a deterrent for towns, like with Derry.
- Towns are poorly suited for this but the SB 52 would allow the PUC to give another chance for the business model to try using EV charging stations.
- Private companies might choose other states than New Hampshire.

Nick Krakoff, Conservation Law Foundation

- Mr. Krakoff testified in support of SB 52.
- The bill would allow for robust EV charging stations in NH and would benefit the state's economy.
- SB 52 would reduce barriers of charging and with the make ready investments. Utilities can recover the costs and the rate payers would not be punished with more costs on top of what they are already paying.
- PUC will also be considering alternatives to the demand charges.
- EV charging stations and increased EV use can lower rates for all consumers. When you have more EV adoption, it will increase electricity being consumed among more people, which then tempers costs.
- Tourists who drive EVs will choose other states to spend their money in and NH will lose out on tourism revenue.
- Sen. Watters asked how it will lower rates for consumers.
 - Mr. Krakoff said with more people adopting EVs, more electricity will be consumed. It will be spread out more over more customers and reduce costs for all rate payers.
 - Sen. Watters said EVs are at 3-7% of U.S. EV owners. Auto companies will not be making a lot of EV vehicles now but they are still in a transition phase. He asked if the bill would accelerate the process.

- Mr. Krakoff said there should be an explosion in the next decade or two with EV adoption and there would be a transition to an EV future. He had submitted testimony about EV adoption rates as well.
- Sen. Ward said it was interesting to hear the increase of electricity but having a decrease in cost for everyone. In short, having the price go down as a whole for everyone. She asked how that would affect the electric supply. Switzerland has banned all sales of EVs. What would the response be to that.
 - Nick said the bill doesn't get into that too much. The demand would shift to EVs when there is less demand overall. There needs to be new investments in the in EVs and the PUC is working to address that.

Sam Evans-Brown, Clean Energy New Hampshire

- Mr. Evans-Brown spoke in support of the bill.
- This bill emerged out of meetings with multiple NH drive electric organizations that formed a coalition with the importance of EVs at the center of discussion. There was a lot of input from stakeholders, energy marketeers, and the New Hampshire Auto Dealerships Association. Dan Bennett from the NHADA was present at the meetings as well.
- The charging stations brings competitiveness to the NH economy, especially with tourism.
- The average American drives about 34 miles a day which translates to about 8 kilowatt hours a day for EVs.
- EVs are a very flexible load. EV batteries are routinely with 200 miles of range and many times people don't need to use the whole battery. Overnight charging is a very low grid demand too.
- The average power plant in the ISO new England region is off. If you can plug your car in overnight, you can increase the kilowatt hours.
- The average vehicle could last for about 14 years. EVs could last longer than 20 years.
- Investment in NH is represented in the infrastructure. The investments will be paid for by having the charging stations available for EV drivers.
- Utility rates are set by a revenue requirement. The more EVs are out there, the lower the rates will be.
- The PUC evaluated the proposals and rates would not be on the backs of the rate payer.
- Sen. Watters said a lot of the bill would potentially enhance metering capacities. There might be a way to build a storage system that could lower demand.

- Mr. Evans-Brown said there is a target for EVs and there are currently experiments going on right now. There is an estimate, per vehicle, that Plymouth State's experiment would more than pay for the lease on an EV. Grid resources would pay customers back for deploying them.
- Sen. Watters said EV usage isn't necessarily related to weather since Canada has them. There are more anxieties about the charging infrastructure.
- Mr. Evans-Brown said the consumer demand side is there. Cost effectiveness of encouraging people to get EVs is important. The less demand in infrastructure is a key reason why people are hesitant. More EVs will be made available in state when the investments are made first. There are a limited amount of cars right now and other states are getting them. Since NH doesn't have the infrastructure yet, NH isn't getting many.
- Sen. Watters said some auto dealers don't view NH as a hotspot for EVs. This bill could demonstrate some commitment for EV infrastructure here in NH.
- Mr. Evans-Brown said manufacturers make decisions on sales and on rebates. Those are prioritized more in other states over NH.

Jessyca Keeler, President of Ski NH

- Mrs. Keeler spoke in support of the bill.
- She said she represented 32 ski areas across the state from travel and tourism, white mountain attractions, lake regions, and other organizations. There are not enough charging stations in the ski areas.
- Many ski areas are looking into charging stations but are discouraged about the cost. There aren't enough charging stations in the ski areas and she was interested about the make ready idea.
- Mrs. Keeler said New Hampshire is facing competition by other states for tourism. Vermont and Maine are ahead of the game with their electric infrastructure. Michelle Cruise, from the Washington Valley Chambers of Commerce who couldn't attend the committee meeting, also agreed with this statement.
- As an EV owner, Mrs. Keeler said there were only about four charging stations that are accessible to the public.
- Some companies are looking to get more and more EVs on the road before 2025. Tourists will choose not to come to NH because there are little to no EV charging stations.

- The International Organization for Standardization reported that 1.5 million EVs would be on the road in New England with about 500,000 coming from Massachusetts.
- Much of the EV drive traffic to New Hampshire is also from New York, New Jersey, Pennsylvania, and Canada in the summer months. Not having charging stations could cost communities. These people need to be able to figure out where to go in order to get back home.
- Skiers are very interested in these stations. They viewed it as a service and it would likely increase the people driving up to ski. Charging stations are something that businesses need to adopt but communities seem to be interested in them as well.
- Sen. Gendreau said Mrs. Keeler had mentioned the chamber of commerce and others calling about charging stations. She asked if there was a universal spot that would show charging stations locations in individual towns.
 - Mrs. Keeler said that there are a few different apps that show EV charging stations and she had some on her phone.

Josh Elliot, Department of Energy, Director of Policy and Programs

- Mr. Elliot said that he was neutral but had some concerns with the bill.
- On page 3, lines 10-12, the bill talks about a direct impact on electric rates. Implementing the charging stations brings about a cost. Investments have a cost to it and electric rate payers would have a cost for it. Electric rates would go up if passed as is.
- There is nothing stopping utilities or private businesses from upgrading things by themselves.
- Line 17-27 on page 3, the PUC would need to address the charging locations, rates, and other points that could hike costs.
- Mr. Elliot suggested striking these lines entirely. The PUC already had an existing process to address supply and demand.
- Sen. Watters said there might be some specifics for people to look at and the differences in the bill could potentially be under existing dockets at the PUC.
 - Mr. Elliot said he was not an expert on the matter but there are differences with rates regarding commercial EV usage time and rates. The supply and demand for charging is done for rate falls.
 - Sen. Watters said lines 26-27 are different. The PUC had a history with EV charging statements that were erroneous. He said all recoverable costs are meeting a social or economic good.
 - Mr. Elliot said the shift standard was in place for the EV charging.

- Sen. Watters stated that the current case is very effective.
- Mr. Elliot mentioned that the previously mentioned meals and rooms tax could be carved out for additional funding too.

Jackson Bouley, New Hampshire Auto Dealers Association

- Mr. Bouley said the NHADA is in support of the bill.
- He stated that the sales from the manufactures are not necessarily reliant on the legislation for funding.

Becky Ohler, Department of Environmental Services

- Sen. Watters asked Mrs. Ohler to provide details on charging stations for RFPs and the North Country as well.
 - Mrs. Ohler said there was about \$4,600,00 million from the Volkswagen settlement. There was a request for proposals in 35 different sites that would touch every corner of New Hampshire. Since there aren't many electric vehicles in the state, there are no reasons to go in and make these investments themselves.
- Mrs. Ohler said it takes between \$5,000 to \$10,000 to put charging stations in. It could take up to \$100,000 to put charging stations in for some of these locations.
- The areas are also strategically selected, like the Aero general store. Many customers are from Canada and the Canadian visitors had asked about charging stations for some time now. Quebec get subsidies for residents to adopt EVs.
- Sen. Watters said Sen. Lang said the federal funding could be used for the make ready work.
- Mrs. Ohler said she didn't have the details on that but could find that out. The Volkswagen settlement funding was not used for the make ready side of this. There is a limited amount of money and there is more interest in other things for EV charging. Investing and supporting the EV charging stations could still happen with businesses though.

Speakers

Testimony

Peter O'Neill

From: James Penfold <jpenfold@revisionenergy.com>
Sent: Tuesday, January 17, 2023 10:51 AM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Subject: SB52 EV Charging Regulation: Testimony from ReVision Energy's James Penfold.
Attachments: SB52 ReVision Energy Electric Vehicle Charging Infrastructure Utility Make Ready legislation 01-17-2023.pdf

Caution! This message was sent from outside your organization.

Dear Chair Ricciardi, Vice Chair Watters, and Members of the Senate Transportation Committee:

Thank you for the opportunity to provide testimony on the above referenced legislation. **ReVision Energy is supportive of SB52** and I am pleased to attach a copy of our letter of support.

This will lay the foundation to attract private capital investment in publicly available charging stations in New Hampshire and successfully leverage Federal funds from the Bipartisan Infrastructure Law.

An effective and economically sustainable network of New Hampshire charging stations deployed throughout the state will enable our out of state visitors to continue to support the New Hampshire travel and tourism industry.

We look forward to serving as a resource to the Committee and encourage you to reach out with any questions.

Sincerely,

James Penfold



James Penfold | Employee-Owner | Director of eMobility Solutions
ReVision Energy, a Certified B Corp

866.700.6065 Toll-free

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Peter O'Neill

From: Lisa Sieverts <lisa@lisasieverts.com>
Sent: Wednesday, January 25, 2023 10:58 AM
To: "Denise.Ricciardi@leg.state.nh.us; David.Watters@leg.state.nh.us;
Ruth.Ward@leg.state.nh.us; Carrie.Gendreau@leg.state.nh.us;
Donovan.Fenton@leg.state.nh.us;" peter.oneill@leg.state.nh.us
Subject: EV Charging SB52: Please support

I am writing in support of SB52 to help build an electric vehicle charging network in New Hampshire. While I am not yet an EV owner, I intend to be soon. In addition, I have family members who own EVs but who may not visit me because of the dearth of charging stations in our state. Please support SB52.

Thank you,
Lisa Sieverts
Nelson, NH

Lisa Sieverts
603-762-0235
lisa@lisasieverts.com

January 17, 2023

Senate Transportation Committee

Reference: SB 52, relative to the regulation and operation of electric vehicle charging stations.

Dear Chairman Ricciardi and Members of the Transportation Committee,

Our associations and chambers are writing to express our support of SB 52, which addresses the need for New Hampshire to modernize its statutes related electric vehicle (“EV”) charging infrastructure. The associations and signers of this letter represent over 3,500 businesses throughout the state. We see the development of EV charging infrastructure in NH as critical to maintaining a competitive edge with our neighboring states and other travel destinations, as well as an economic development imperative.

Consider the following NH visitor information and associated revenue generated in 2021:

- NH welcomed approximately 14.3 Million travelers who spent \$6.3 Billion. These guests generated tax receipts of \$328.3 Million that year.¹
- Many regions of NH rely on tourism for revenue. See below the revenue that each region earned from destination visitors²:
 - Merrimack Valley Region – \$1.8 Billion
 - Seacoast Region – \$1.6 Billion
 - White Mountains Region – \$1.1 Billion
 - Lakes Region – \$681.4 Million
 - Dartmouth/Lake Sunapee Region – \$352.6 Million
 - Monadnock Region – \$339.8 Million
 - Great North Woods – \$96.4 Million

EV adoption is projected to grow significantly over the next decade. In a February 2022 report, ISO-NE expected New Englanders to be driving over 1.5 Million EVs, or 14% of total vehicles on the road in New England by 2031³. This doesn’t include the number of EVs expected to be driven by residents of other states that feed NH’s tourism industry, such as Mid-Atlantic states like New York and New Jersey. Bloomberg estimates that just over half of all vehicles sold in the U.S. by 2030 will be electric⁴. Several auto manufacturers have also announced that they will begin to only make electric vehicles by 2030/2035, and as such NH needs to be prepared for that eventuality and to welcome the drivers of those brands of vehicles⁵. In Québec, a key market for the non-winter tourism months and a province where there are already over 100,000 EVs on the road, an additional 1.5 million EVs are expected to be on the road by 2030. By 2035, the Canadian government will require that all new light-duty cars and passenger trucks be zero-emission vehicles⁶.

But as EV adoption grows – particularly in our key market areas – NH is woefully ill-equipped to provide those drivers with charging services, and we believe this deficit will lead many EV drivers to make travel plans to destinations other than NH as a result. Even now, EV drivers are calling our chambers and businesses and asking where they will be able to charge their EV if they come to NH, and we have very few options, if any, to share with them. This is particularly true the further north you go, where communities rely heavily on tourism as their economic lifeblood but where more often than not there are no EV chargers available, particularly for non-Tesla EV drivers.

This bill is narrowly focused on public EV charging by enabling New Hampshire’s electric utilities to make investments that will lower the customers’ cost of installing EVs charging infrastructure. Private

entities will still purchase and own the electric vehicle supply equipment (EVSE) that charges the vehicles, but the utilities will be allowed to build the "front of the meter" (transformers, poles, wires and other infrastructure) required to install EVSE. Specifically, this bill directs the Public Utilities Commission (PUC) to approve utility investments in "make ready" infrastructure (e.g., poles, wires, transformers), and directs the utilities to create charging rates that are not an impediment to public EV charging.

We urge you to support SB 52 in order to keep New Hampshire's travel & tourism industry competitive as we progress towards 2030 and beyond.

Thank you for your time and consideration of this important matter,

Jessyca Keeler, President
Ski New Hampshire

Amy Landers, Executive Director
Lakes Region Tourism Association

Ben VanCamp, Chief Collaborator & President
The Collaborative of Greater Portsmouth

Charyl Reardon, President
White Mountains Area Attractions

Curtis Picard, President and CEO
New Hampshire Retail Association

Jeremy Sprince, Executive Director
New Hampshire Campground Owners' Association

John Nyhan, President
Hampton Area Chamber of Commerce

Karmen Gifford, President
Lakes Region Chamber of Commerce

Michelle Cruz, Executive Director
Mount Washington Valley Chamber of Commerce

Rebecca Metcalf, Chair
New Hampshire Travel Council

Tyler Ray, Director
Granite Outdoor Alliance, Granite Backcountry Alliance, Mt. Washington Backcountry Ski Festival, and
Backyard Concepts

Peter O'Neill

From: Robert J. Sculley <rjsculley@nhmta.org>
Sent: Friday, January 27, 2023 11:54 AM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Subject: SB52

Follow Up Flag: Follow up
Flag Status: Flagged

Caution! This message was sent from outside your organization.

Dear Senate Transportation Committee Members:

I attended the beginning part of the hearing on SB52 which was held January 17, 2023, in your committee. I attended the hearing to get a better understanding of what was entailed with SB52 and the potential impact to the commercial motor vehicle industry in the state of New Hampshire. I could not stay for the entire hearing as I had conflicts with other hearings scheduled in House Committees.

What I did hear and learn is that SB52 if passed will result in additional higher electric costs by all rate payers in the state of New Hampshire for the capitol and operational costs associated with the building of electric vehicle charging stations. I apologize for not being able to stay for the entirety of the hearing and for not testifying at that time, but I have concerns about the additional electric costs my association members and that of the trucking industry would have to pay in the state of New Hampshire should SB52 pass so that out of state electric vehicles can use these charging stations. I would surmise that most homeowners that do not own electric vehicles would find this very troublesome that they would have to pay higher electric fees so that these vehicles would be charged. I would recommend the proponents of SB52 find a different means to fund these electric charging stations than by placing an additional financial burden on every business and homeowner in New Hampshire. A suggestion might be to charge the electric vehicle owners an additional fee so that they can help pay for the charging stations.

For the Committee's knowledge the everyday use and application of all electric heavy-duty trucks is a long way off so electric charging stations for commercial motor vehicles is not something that is currently being discussed or utilized at this time.

On behalf of the New Hampshire Motor Transport Association, I kindly ask that the Senate Transportation Committee find SB52 Inexpedient to Legislate.

Please feel free to contact me if you have any questions.

Sincerely,

Robert J. Sculley
President



New Hampshire Motor Transport Association

19 Henniker Street
PO Box 3898
Concord, NH 03302-3898
Phone: 603-224-7337
Fax: 603-225-9361
www.nhmta.org



Peter O'Neill

From: Dana Myskowski <danabiscotti@gmail.com>
Sent: Monday, January 30, 2023 8:36 AM
To: Denise Ricciardi; David Watters; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
Subject: Support of SB52

Caution! This message was sent from outside your organization.

Dear Senate Transportation Committee Members:

Thank you for your time and energy in all you do, and in this bill—SB52, relative to the regulation and operation of electric vehicle charging stations.

I am writing in support of SB52.

My husband and I are currently working with local NH dealerships to find one of the more affordable EVs (Chevy Bolt or Nissan Leaf, for example) to help make his new (as of January 1, 2023) commute from Warner, NH to Portsmouth, NH twice a week more energy efficient and affordable.

The new federal tax incentives help make this a more affordable choice. Your committee can help add additional incentives for us and for all of our state's citizens.

Thank you again for your consideration of my interest.

Sincerely,
Dana Myskowski
Warner, NH

"Love and compassion are necessities, not luxuries. Without them, humanity cannot survive."

—Dalai Lama

Dana Biscotti Myskowski (she/her)
Author, *I Cannot Play With You*, a Lyme disease mystery

www.GreenChairPictures.com
Trustee, Pillsbury Free Library, Warner, NH
<https://www.warner.lib.nh.us/>



Robert & Vivian Wills
164 Hill Road, Temple NH 03084

Sen. Denise Ricciardi
NH District 9

January 31, 2023

Re: Senate Bill SB52 Electric Vehicle Charging Stations

Dear Senator Ricciardi –

We are a “Two-EV” family. I drive a Chevy Bolt EV and Vivian drives a Nissan Leaf. These are our main means of day-to-day travel. There are several other EV owners in our small town.

You are our Senator and we support this bill.

We are very involved in Temple town activities here – Rob chairs the Temple renewable energy committee and Vivian chairs the recreation committee.

When the energy committee looked into siting an EV charger at the Temple town hall, we discovered that utility demand charges of \$15/kW would double our existing town hall electric bill from \$90 to \$180 per month for just 15 minutes of one EV charging at the site.

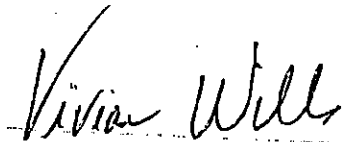
There’s no doubt that EV charging here would bring customers to our wonderful “Birchwood Inn” and also serve locals visiting the library or the town hall for meetings – however the utility “demand charge” cost makes any installation now not viable financially.

On another front, I travel with my Bolt EV for work – often to Manchester airport, or Boston Express (Exit 8 Nashua) and sometimes to NY state. The lack of charging stations at these locations and along the Rt. 101 corridor often makes this challenging. The only Level 3 charging available between Troy NY and Temple is a single charger in Brattleboro VT.

Senate Bill SB52 addresses both of these issues.

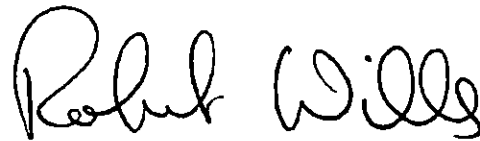
We urge you and your committee to support and bring this bill to the Senate for approval.

Sincerely,



Vivian Wills

LivelyRose7@gmail.com 603.300.7081



Robert Wills

rhwills01@gmail.com 603.801.4749

Peter O'Neill

From: Patsy Beffa-Negrini <pbeffa@me.com>
Sent: Friday, February 3, 2023 3:36 PM
To: Peter O'Neill
Subject: Support for SB52 - EV Infrastructure Bill

Caution! This message was sent from outside your organization.

Dear Mr. O'Neill,

On January 20, 2023 I emailed the following individually to each member of the Senate Transportation Committee in Support of SB52 relative to EV infrastructure. I wanted to be sure that you also had a copy.

Thank you for all that you do!

Patsy Beffa-Negrini

Dear Senator:

I am a resident of New Hampshire, living in the rural town of Nelson in Cheshire County and I am writing in support of SB52. This bill to enable NH's electric utilities to make investments in Electric Vehicle (EV) charging infrastructure (poles, wires, transformers) is in the economic interest of the State of New Hampshire and its residents, small businesses, and industries.

Electric vehicles (EVs) are much less expensive to own than those that run on internal combustion engines. After the recent spike in gasoline prices and spending hours dealing with repair and maintenance services for my cars, I look forward to purchasing an EV this spring. As a rural resident living in a hilly, cold climate, I and my family need public charging stations to make our EV purchase a practical one.

Some other points related to the economics of EVs that I have observed:

- I have seen EVs with out-of-state license plates on the side of the road in the Keene area where I do my errands. NH's economy depends on tourism, and visitors from out of state with EVs are not going to travel here if there is a risk from lack of access to chargers for their cars.
- I have spoken to several people who own EVs, most of whom are retired as I am. They sing high praises for their vehicles; in particular the low cost of maintenance. And they tell me they are seeing significant positive effects on their budgets, with the cost of charging an EV much lower than the cost of filling a gas tank.
- As a health professional, I am keenly aware of the detrimental health effects of air pollution, particularly for the elderly and those with asthma and heart conditions. Keeping NH's air clean will reduce physician and hospital visits, improve work and school attendance and productivity, and reduce air pollution related mortality. Supporting the use of EVs will help prevent Air Quality Action Days in New Hampshire. The *State of New Hampshire's 2020 Air Quality Update* asserts that fewer Action Days "could provide additional health valuation benefits, an average of \$1.6 million per year based on the past five years. Should the air quality get even cleaner than currently required, there will be additional benefits, up to \$3 billion per year in health-related benefits based on modeling."
- Ultimately, the increased consumption of electricity would drive down rates for all utility customers regardless of whether they drive an EV.

It makes great economic sense to support EVs and their chargers in the State of New Hampshire, particularly when you consider tourism and health-related benefits. As more EVs are purchased, more affordably priced

EVs and secondhand/used EVs will be available down the road for those on limited budgets who can least afford the volatility in the gasoline market. Please help support our personal freedom to choose to purchase electric vehicles by passing SB52.

Thank you for your consideration,

Patricia Beffa-Negrini, PhD, RDN
116 Rocky Hill Road
Nelson, NH 03457
603-827-3337



For a thriving New England

CLF New Hampshire 27 North Main Street
Concord, NH 03301
P: 603.225.3060
F: 603.225.3059
www.clf.org

January 17, 2023

By Electronic Mail

The Hon. Denise Ricciardi, Chair
Transportation Committee
N.H. Senate
Concord, NH 03301

Re: SB 52, relative to the regulation and operation of electric vehicle charging stations.

Dear Chair Ricciardi and Honorable Committee Members,

Conservation Law Foundation (CLF) appreciates the opportunity to comment on SB 52, relative to the regulation and operation of electric vehicle charging stations. CLF is a non-profit environmental advocacy organization working in New Hampshire and across the region for healthy communities and a healthy environment, including advancing sound clean energy policies that reduce pollution and strengthen the state's economic vitality. CLF supports SB 52 because it would help support the development of an electric vehicle (EV) charging network in New Hampshire, help lead to lower electricity rates for all consumers, and benefit New Hampshire's economy.

SB 52 Would Help Support the Development of an EV Charging Network

By clarifying that utilities may recover prudently-incurred costs associated with EV make-ready work and requiring the New Hampshire Public Utilities Commission to initiate a docket to consider demand charge alternatives, SB 52 would support the development of an EV charging network in New Hampshire. Make-ready costs, which are the costs necessary to connect EV charging equipment to the grid, represent a significant expense for EV charging station developers. This expense, combined with uncertainty regarding whether the electric distribution companies are allowed to pay for make-ready work in New Hampshire, deters investments in electric vehicle charging networks.¹

Additionally, demand charges, which are charges added to a commercial consumer's monthly electric bill reflecting the period of the month when the consumer's use of electricity is highest, are a significant barrier to investments in public EV charging networks. Public EV charging stations can result in substantial demand when the chargers are in use, which can trigger high demand charges. However, when EV charging stations are only used sporadically, as is currently the case given the low level of EV adoption, charging stations do not generate enough sales to pay for the high demand charges. In some instances, demand charges can even represent over 90 percent of a charging station's monthly bill. As such, demand charges can be extremely detrimental to the economics of public EV charging.

¹ See Commissioner Robert R. Scott Letter, N.H. Department of Environmental Services, at 2 (N.H.P.U.C. Docket No. DE 21-078, July 12, 2022), https://www.puc.nh.gov/Regulatory/Docketbk/2021/21-078/LETTERS-MEMOS-TARIFFS/21-078_2022-07-12_NHDES_LTR-SUPPORT-SETTLEMENT-AGREEMENT.PDF.



By clarifying that the electric distribution companies may recover prudently-incurred costs associated with EV make-ready work, and thus that the charging station operators themselves are not solely responsible for such costs, and requiring the Public Utilities Commission to explore alternatives to demand charges for EV charging stations, SB 52 would reduce barriers to investment in EV charging and support the development of an EV charging network in New Hampshire.

SB 52 Could Help Reduce Electricity Rates for All Consumers

As more people adopt electric vehicles, it will result in increased electricity consumption. This, in turn, will lower electricity rates for *all* consumers, by spreading fixed costs over more kWh sales.² In other words, increased use of EVs can increase utility revenues more than any associated increase in utility costs, which leads to downward pressure on electric rates for EV owners and non-EV owners alike.³ Accordingly, SB 52 has the potential to facilitate a reduction in electric rates for all consumers.

SB 52 Would Benefit New Hampshire's Economy

The lack of a public EV charging network will discourage tourists who prioritize locations with charging infrastructure from visiting New Hampshire. Conversely, a public EV charging network will persuade such tourists to visit New Hampshire. According to a report issued by the New Hampshire Department of Business and Economic Affairs, "establishing a robust charging infrastructure will not only serve the needs of New Hampshire drivers, but will sustain New Hampshire's tourism industry as EV drivers from surrounding states realize they can visit the Granite State's mountains, lakes, forests, towns, and beaches."⁴ Therefore, by supporting the development of an EV charging network, SB 52 would encourage tourist to visit New Hampshire and benefit New Hampshire's economy.

In sum, because SB 52 would support the development of an EV charging network, help reduce electricity rates for all consumers, and benefit New Hampshire's economy, the Committee should vote "ought to pass" on the bill.

Sincerely,

/s/ Nick Krakoff

Nick Krakoff
Staff Attorney
Conservation Law Foundation
27 North Main Street
Concord, NH 03301

² See Jason Frost, Melissa Whited, and Avi Allison, *Electric Vehicles Are Driving Electric Rates Down*, Synapse Energy Economics, Inc. (June 2020), <https://www.synapse-energy.com/sites/default/files/EVs-Driving-Rates-Down-8-122.pdf>.

³ *Id.*

⁴ *Evaluating Electric Vehicle Infrastructure in New Hampshire*, New Hampshire Department of Business and Economic Affairs (July 2019), <https://www.nh.gov/osi/resource-library/documents/nh-ev-infrastructure-analysis.pdf>.

January 17, 2023

Senate Transportation Committee

Reference: SB 52, relative to the regulation and operation of electric vehicle charging stations.

Dear Chairman Ricciardi and Members of the Transportation Committee,

Our associations and chambers are writing to express our support of SB 52, which addresses the need for New Hampshire to modernize its statutes related electric vehicle (“EV”) charging infrastructure. The associations and signers of this letter represent over 3,300 businesses throughout the state. We see the development of EV charging infrastructure in NH as critical to maintaining a competitive edge with our neighboring states and other travel destinations, as well as an economic development imperative.

Consider the following NH visitor information and associated revenue generated in 2021:

- NH welcomed approximately 14.3 Million travelers who spent \$6.3 Billion. These guests generated tax receipts of \$328.3 Million that year.¹
- Many regions of NH rely on tourism for revenue. See below the revenue that each region earned from destination visitors²:
 - Merrimack Valley Region – \$1.8 Billion
 - Seacoast Region – \$1.6 Billion
 - White Mountains Region – \$1.1 Billion
 - Lakes Region – \$681.4 Million
 - Dartmouth/Lake Sunapee Region – \$352.6 Million
 - Monadnock Region – \$339.8 Million
 - Great North Woods – \$96.4 Million

EV adoption is projected to grow significantly over the next decade. In a February 2022 report, ISO-NE expected New Englanders to be driving over 1.5 Million EVs, or 14% of total vehicles on the road in New England³. This doesn’t include the number of EVs expected to be driven by residents of other states that feed NH’s tourism industry, such as Mid-Atlantic states like New York and New Jersey. Bloomberg estimates that just over half of all vehicles sold in the U.S. by 2030 will be electric⁴. Several auto manufacturers have also announced that they will begin to only make electric vehicles by 2030/2035, and as such NH needs to be prepared for that eventuality and to welcome the drivers of those brands of vehicles⁵.

But as EV adoption grows – particularly in our key market areas – NH is woefully ill-equipped to provide those drivers with charging services, and we believe this deficit will lead many EV drivers to make travel plans to destinations other than NH as a result. Even now, EV drivers are calling our chambers and businesses and asking where they will be able to charge their EV if they come to NH, and we have very few options, if any, to share with them. This is particularly true the further north you go, where communities rely heavily on tourism as their economic lifeblood but where more often than not there are no EV chargers available, particularly for non-Tesla EV drivers.

This bill is narrowly focused on public EV charging by enabling New Hampshire’s electric utilities to make investments that will lower the customers’ cost of installing EVs charging infrastructure. Private entities will still purchase and own the electric vehicle supply equipment (EVSE) that charges the vehicles, but the utilities will be allowed to build the “front of the meter” (transformers, poles, wires and other infrastructure) required to install EVSE. Specifically, this bill directs the Public Utilities

Commission (PUC) to approve utility investments in "make ready" infrastructure (e.g., poles, wires, transformers), and directs the utilities to create charging rates that are not an impediment to public EV charging.

We urge you to support SB 52 in order to keep New Hampshire's travel & tourism industry competitive as we progress towards 2030 and beyond.

Thank you for your time and consideration of this important matter,

Jessyca Keeler, President
Ski New Hampshire

Amy Landers, Executive Director
Lakes Region Tourism Association

Charyl Reardon, President
White Mountains Area Attractions

Curtis Picard, President and CEO
New Hampshire Retail Association

Jeremy Sprince, Executive Director
New Hampshire Campground Owners' Association

John Nyhan, President
Hampton Area Chamber of Commerce

Karmen Gifford, President
Lakes Region Chamber of Commerce

Michelle Cruz, Executive Director
Mount Washington Valley Chamber of Commerce

Rebecca Metcalf
New Hampshire Travel Council

Tyler Ray, Director
Granite Outdoor Alliance, Granite Backcountry Alliance, Mt. Washington Backcountry Ski Festival, and
Backyard Concepts



CLEAN ENERGY NH

Your Voice in All Energy Matters

14 Dixon Ave, Suite 202 | Concord, NH 03301 | 603.228.4702

January 17, 2023

Senator Denise Ricciardi, Chair
Senate Transportation Committee
Legislative Office Building, Room 101
Concord, NH 03301

Testimony on SB52, an act relative to the regulation and operation of electric vehicle charging stations

Dear Senator Ricciardi and members of the Committee,

Clean Energy NH fully supports the bill as written. The bill language was developed over the past 9 months in close coordination with public travel and tourism interests, the NH electric utilities, EV charging developers, municipal interests, and NH non-profit groups. Passage of this bill will open the door to the NH Public Utilities Commission (PUC) enabling NH electric utilities to invest in critical utility side upgrades for new public EV charging facilities and to develop innovative electric rates for those public stations. Without these changes it is not yet economic to build new public EV charging facilities in parts of the state with as yet small numbers of electric vehicles on the road. The utilization rates for stations in these areas is currently too low to recover the cost of construction. However, the stations must be built before more EVs reach the roads in order for NH to stay competitive with the states around us.

Electric vehicles (EVs) are coming. They are already 5 percent of new vehicle sales, are forecast to be more than 25 percent of new vehicle sales by 2026, and more than half of new vehicle sales by 2030.¹ This trend is particularly dramatic in the regions surrounding New Hampshire. ISO New England is forecasting that there will be more than half a million EVs on the road in Massachusetts by 2030, and 1.5 million throughout New England.² An additional 1.5 million EVs are expected to be on the road in Quebec. The province already has more than 100,000 EVs on the road, and the government has announced it will ban sales of internal combustion engines by 2035.³

In other words, the number of electric vehicles in our region is forecast to increase by more than 19 times over the next 8 years.

Meanwhile, other New England states that tourists may choose to visit have invested aggressively in public EV charging infrastructure and New Hampshire is already becoming known as a “charging desert” with fewer than half the number of publicly available ports as Maine and Vermont. Vermont has 834 public charging ports, and Maine has 799, New Hampshire has only 402.⁴ This disparity is mirrored in the number of DC fast charging

¹ BNEF. “More Than Half of US Car Sales Will Be Electric by 2030.” September 20, 2022.

<https://www.bloomberg.com/news/articles/2022-09-20/more-than-half-of-us-car-sales-will-be-electric-by-2030>

O-NE Load Forecast Committee. “2022 Final Transportation Electrification forecast.” February 18, 2022.

https://www.iso-ne.com/static-assets/documents/2022/02/evf2022_forecast.pdf

³ ICCT. “Assessing Charging Infrastructure Needs in Quebec.” February 11, 2022. <https://theicct.org/publication/lvs-ci-quebec-can-en-feb22/>

⁴ US DOE Alternative Fuel Data Center. *Electric Vehicle Supply Equipment (EVSE) Ports by State.*

stations, of which Vermont has 57 ports, Maine has 59, and New Hampshire has 34, the majority of which are ly accessible to Tesla drivers.⁵

Without significant investment in charging infrastructure, made in advance of widespread EV adoption, EV-driving tourists will be forced to choose other states for their vacations and day trips.

This legislation will enable New Hampshire's electric utilities to make investments that will lower the customers' cost of installing EVs charging infrastructure. Private entities will still purchase and own the electric vehicle supply equipment (EVSE) that charges the vehicles, but utilities will be allowed to build the "front of the meter" (transformers, poles, wires and other infrastructure) required to install EVSE. Specifically, this bill:

- Directs the Public Utilities Commission (PUC) to approve utility investments in "make ready" infrastructure (poles, wires, transformers). Utilities are not allowed to buy and operate charging equipment itself.
- Directs the utilities to create charging rates that are not an impediment to public charging. Specifically, rates that don't include "demand charges."

This bill seeks a balanced approach. It directs the PUC to authorize rates that consider future EV adoption rates, and determine if the investments that the utilities propose are "prudently incurred." This bill is supported by a broad coalition, including the electric utilities, the travel and tourism sector, NH auto dealers and manufacturers, and clean energy advocates broadly.

Failure to support the development of public EV charging infrastructure means handing NH's neighbors a competitive advantage in attracting destination tourism, NH's second-largest industry. This bill will not result in an increase in electric distribution rates. While it will allow utilities to invest in infrastructure to charge EVs, that infrastructure cost will be offset by increased electricity sales. Analyses have found that the increased revenue exceeds costs by a factor of at least 2:1, which means these investments have the potential to drive down rates.^{6,7}

We at Clean Energy NH strongly recommend that the Committee file a report recommending this bill 'ought to pass' and we remain available to answer any questions or concerns you may have.

Sincerely,



Sam Evans-Brown
Executive Director

<https://afdc.energy.gov/data/10366>

⁵ US DOE Alternative Fuel Data Center. Electric Vehicle Supply Equipment (EVSE) Ports by State/Station Locator, <https://afdc.energy.gov>
Pitch, Tyler, Frost, Jason, and Whited, Melissa. Synapse. "Electric Vehicles are Driving Electric Rates Down." December 2022.

https://www.nrdc.org/sites/default/files/media-uploads/ev_impacts_december_2022_0.pdf

⁷ MJ Bradley. "Electric Vehicle Cost-Benefit Analysis." January 2021.

https://www.mjbradley.com/sites/default/files/NV_PEV_CB_Analysis_FINAL_0.pdf



For a thriving New England

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www.clf.org

January 17, 2023

By Electronic Mail

The Hon. Denise Ricciardi, Chair
Transportation Committee
N.H. Senate
Concord, NH 03301

Re: SB 52, relative to the regulation and operation of electric vehicle charging stations.

Dear Chair Ricciardi and Honorable Committee Members,

Conservation Law Foundation (CLF) appreciates the opportunity to comment on SB 52, relative to the regulation and operation of electric vehicle charging stations. CLF is a non-profit environmental advocacy organization working in New Hampshire and across the region for healthy communities and a healthy environment, including advancing sound clean energy policies that reduce pollution and strengthen the state's economic vitality. CLF supports SB 52 because it would help support the development of an electric vehicle (EV) charging network in New Hampshire, help lead to lower electricity rates for all consumers, and benefit New Hampshire's economy.

↑ electricity use

SB 52 Would Help Support the Development of an EV Charging Network

By clarifying that utilities may recover prudently-incurred costs associated with EV make-ready work and requiring the New Hampshire Public Utilities Commission to initiate a docket to consider demand charge alternatives, SB 52 would support the development of an EV charging network in New Hampshire. Make-ready costs, which are the costs necessary to connect EV charging equipment to the grid, represent a significant expense for EV charging station developers. This expense, combined with uncertainty regarding whether the electric distribution companies are allowed to pay for make-ready work in New Hampshire, deters investments in electric vehicle charging networks.

Additionally, demand charges, which are charges added to a commercial consumer's monthly electric bill reflecting the period of the month when the consumer's use of electricity is highest, are a significant barrier to investments in public EV charging networks. Public EV charging stations can result in substantial demand when the chargers are in use, which can trigger high demand charges. However, when EV charging stations are only used sporadically, as is currently the case given the low level of EV adoption, charging stations do not generate enough sales to pay for the high demand charges. In some instances, demand charges can even represent over 90 percent of a charging station's monthly bill. As such, demand charges can be extremely detrimental to the economics of public EV charging.

1 See Commissioner Robert R. Scott Letter, N.H. Department of Environmental Services, at 2 (N.H.P.U.C. Docket No. DE 21-078, July 12, 2022), https://www.puc.nh.gov/Regulatory/Docketbk/2021/21-078/LETTERS-MEMOS-TARIFFS/21-078_2022-07-12_NHDES_LTR-SUPPORT-SETTLEMENT-AGREEMENT.PDF.



conservation law foundation

By clarifying that the electric distribution companies may recover prudently-incurred costs associated with EV make-ready work, and thus that the charging station operators themselves are not solely responsible for such costs, and requiring the Public Utilities Commission to explore alternatives to demand charges for EV charging stations, SB 52 would reduce barriers to investment in EV charging and support the development of an EV charging network in New Hampshire.

SB 52 Could Help Reduce Electricity Rates for All Consumers

As more people adopt electric vehicles, it will result in increased electricity consumption. This, in turn, will lower electricity rates for *all* consumers, by spreading fixed costs over more kWh sales.² In other words, increased use of EVs can increase utility revenues more than any associated increase in utility costs, which leads to downward pressure on electric rates for EV owners and non-EV owners alike.³ Accordingly, SB 52 has the potential to facilitate a reduction in electric rates for all consumers.

SB 52 Would Benefit New Hampshire's Economy

The lack of a public EV charging network will discourage tourists who prioritize locations with charging infrastructure from visiting New Hampshire. Conversely, a public EV charging network will persuade such tourists to visit New Hampshire. According to a report issued by the New Hampshire Department of Business and Economic Affairs, "establishing a robust charging infrastructure will not only serve the needs of New Hampshire drivers, but will sustain New Hampshire's tourism industry as EV drivers from surrounding states realize they can visit the Granite State's mountains, lakes, forests, towns, and beaches."⁴ Therefore, by supporting the development of an EV charging network, SB 52 would encourage tourist to visit New Hampshire and benefit New Hampshire's economy.

In sum, because SB 52 would support the development of an EV charging network, help reduce electricity rates for all consumers, and benefit New Hampshire's economy, the Committee should vote "ought to pass" on the bill.

Sincerely,

/s/ Nick Krakoff

Nick Krakoff
Staff Attorney
Conservation Law Foundation
27 North Main Street
Concord, NH 03301

² See Jason Frost, Melissa Whited, and Avi Allison, *Electric Vehicles Are Driving Electric Rates Down*, Synapse Energy Economics, Inc. (June 2020), <https://www.synapse-energy.com/sites/default/files/EVs-Driving-Rates-Down-8-122.pdf>.

³ *Id.*

⁴ *Evaluating Electric Vehicle Infrastructure in New Hampshire*, New Hampshire Department of Business and Economic Affairs (July 2019), <https://www.nh.gov/osi/resource-library/documents/nh-ev-infrastructure-analysis.pdf>.



REVISION ENERGY

January 17, 2023

The Honorable, Chair Denise Ricciardi
The Honorable, Vice Chair David Watters
Members of The Senate Transport Committee

RE: Testimony from James Penfold, ReVision Energy Director of EMobility

SB52 An Act Relative to the Regulation and Operation of Electric Vehicle Charging Stations

Dear Chair Ricciardi, Vice Chair Watters, and members of the Senate Transportation Committee:

ReVision Energy is New Hampshire's leading clean energy systems company. We are a 20-year-old, all employee-owned company with over 350 employees. We operate in 3 New England states with two branches in New Hampshire and have installed hundreds of EV charging projects.

Furthermore, we have begun to pilot owning and operating our own stations. For example, we own the only public charging stations in Concord at the General Court lot, and this continues to provide invaluable lessons.

Currently, driving an EV (other than a Tesla) into New Hampshire is like driving into a "charger desert". While a few fast public chargers do exist, they are typically in high traffic and densely populated locations where they will get the most use.

It is rare to find fast chargers in rural, low traffic or seasonal areas and this situation will remain so with the extremely high cost to install and operate chargers with limited usage as EV sales ramp up in our surrounding states and provinces. While we can expect private investment in charging along the interstates from the Massachusetts border to Concord, we see very little appetite to invest north of Concord or in the Southwest.

So, what makes the business case for EV charging in New Hampshire so poor and how will this bill help?

Firstly, there are the capital costs:

A significant cost comes from installing the Utility owned infrastructure. This includes the new poles, wires, transformers and trenching to bring the power from the grid to the parking lot and this can be as much as 30% of the total cost. The customer must also pay for the installation of infrastructure that is behind the meter or on the customer side. On top of this, the customer must also pay for the most expensive equipment - the charging station. **The total cost can run into hundreds of thousands of dollars for DC fast chargers, if not millions with multiple stations.**

This bill would authorize the PUC to design utility programs that would make prudent investments in the infrastructure and **NOT** the customer's charging station equipment – this is collectively referred to as "make ready".



REVISION ENERGY

Secondly, there are the operational costs:

Unlike residential electric bills, utilities assess their billing for peak power demand or what are called **Demand charges** as well as energy consumption. Demand charge rates were originally designed for steady power such as in a factory, not EV chargers that have "spiky" load profiles. Demand charges can be over 70% of a bill and can crush the business model as it is unfeasible to pass them onto drivers during the early days of EV adoption when station utilization is low.

This is a significant deterrent to businesses, and we have even seen towns like Derry rip out their stations to avoid the high costs and unrecoverable demand charges.

Conclusion:

Traditional electric rates are poorly suited to EV charging and this bill will authorize the PUC to approve new rates for public EV charging stations that improves the economic case by offering an alternative rate that is designed specifically for the true cost of a "spiky" demand on the grid. Most other PUCs and utilities in the Northeast have designed a variety of programs that phase out over time to match the usage and they have been successful in spurring private investment in charging stations in both urban and rural locations.

All this is to say, that without make ready programs and an alternative rate structure, private companies will likely choose to invest in other states that are more economically advantageous and supportive of EV sales.

We support this bill as it would direct the PUC to design utility programs and rates that improve the business case and that will activate private investment in the rural parts of the state.

As a final personal note, I drive an EV and charge it off peak and while my bill has doubled, this is anecdotal evidence that when well-managed by PUCs, EV drivers can help utilities cover all costs with the sale of more electricity and drive down costs for all customers.

Thank you for this opportunity to provide feedback. We look forward to being a resource to the Committee as it continues to evaluate policies that will leverage private capital and the Federal Bipartisan Infrastructure Law funds that could be available to NHDOT to build out charging stations.

Sincerely,

James Penfold

James Penfold
Director EMobility Solutions - NH, ReVision Energy

ReVision Energy
7 Commercial Dr, Brentwood, NH 03833
78 Main St, Enfield, NH 03748

Sources:

¹New Hampshire Travel Barometer – Impacts, Dean Runyan Associates
<https://www.travelstats.com/qimpacts/newhampshire>

²New Hampshire Travel Barometer – Impacts, Dean Runyan Associates
<https://www.travelstats.com/qimpacts/newhampshire>

³ISO-NE Load Forecast Committee. “2022 *Final Transportation Electrification forecast.*” February 18, 2022. https://www.iso-ne.com/static-assets/documents/2022/02/evf2022_forecast.pdf

⁴More Than Half of US Car Sales Will Be Electric by 2030, by Ira Boudway, Bloomberg.com, September 22, 2022.

⁵Automakers Are Adding Electric Vehicles to Their Lineups. Here's What's Coming. By Jeff S. Bartlett & Ben Preston, ConsumerReports.org, January 6, 2023

2

Voting Sheets

Senate Transportation Committee

EXECUTIVE SESSION RECORD

2023-2024 Session

Bill # 52-FN

Hearing date: 1/12/2023

Executive Session date: 3/8/2023

Motion of: OTP Vote: _____

Committee Member	Present	Made by	Second	Yes	No
Sen. Ricciardi, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Watters, VC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Gendreau	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Fenton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Motion of: amendment 0722 Vote: 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Ricciardi, Chair	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Watters VC	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Gendreau	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Fenton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Motion of: OTP/A Vote: 5-0

*Consent
5-0*

Committee Member	Present	Made by	Second	Yes	No
Sen. Ricciardi, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Watters, VC	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Gendreau	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Fenton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Reported out by: Ricciardi

Notes: _____

Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE
FOR THE CONSENT CALENDAR

Wednesday, March 8, 2023

THE COMMITTEE ON Transportation

to which was referred **SB 52-FN**

AN ACT

relative to the regulation and operation of electric
vehicle charging stations.

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS WITH AMENDMENT

BY A VOTE OF: 5-0

AMENDMENT # 0818s

Senator Denise Ricciardi
For the Committee

Peter O'Neill 271-4151

FOR THE CONSENT CALENDAR

TRANSPORTATION

SB 52-FN, relative to the regulation and operation of electric vehicle charging stations.

Ought to Pass with Amendment, Vote 5-0.

Senator Denise Ricciardi for the committee.

This bill modernizes the electric vehicle charging station statutes for electric vehicle infrastructure construction projects. The amendment formed a committee to help find solutions that implements electric vehicle infrastructure that would not increase electric rates for New Hampshire ratepayers. The committee understood the need for the relationship between EV charging stations and the tourism industry in our great state.

Docket of SB52

Docket Abbreviations

Bill Title: relative to the regulation and operation of electric vehicle charging stations.*Official Docket of SB52.:*

Date	Body	Description
1/12/2023	S	Introduced 01/05/2023 and Referred to Transportation; SJ 4
1/12/2023	S	Hearing: 01/17/2023, Room 101, LOB, 01:00 pm; SC 6
3/8/2023	S	Committee Report: Ought to Pass with Amendment #2023-0818s , 03/16/2023; Vote 5-0; CC; SC 13
3/16/2023	S	Committee Amendment #2023-0818s , AA, VV; 03/16/2023; SJ 10
3/16/2023	S	Ought to Pass with Amendment 2023-0818s, MA, VV; OT3rdg; 03/16/2023; SJ 10
3/21/2023	H	Introduced (in recess of) 03/16/2023 and referred to Transportation
3/28/2023	H	Vacated and Referred to Science, Technology and Energy (): MA VV (in recess of) 03/23/2023 HJ 11 P. 54
4/11/2023	H	Public Hearing: 04/17/2023 09:30 am LOB 302-304
4/11/2023	H	Full Committee Work Session: 04/17/2023 01:00 pm LOB 302-304
4/11/2023	H	Executive Session: 04/18/2023 09:00 am LOB 302-304
4/25/2023	H	Committee Report: Without Recommendation 04/18/2023 (Vote ; RC)
5/4/2023	H	Amendment #2023-1401h : AF DV 183-183 05/04/2023 HJ 13 P. 35
5/4/2023	H	Lay SB52 on Table (Rep. Hoell): MF RC 183-188 05/04/2023 HJ 13 P. 36
5/4/2023	H	Ought to Pass: MA DV 187-184 05/04/2023 HJ 13 P. 38
5/4/2023	H	Reconsider SB52 (Rep. Weber): MF DV 185-187 05/04/2023 HJ 13 P. 38
5/31/2023	H	Enrolled (in recess of) 04/18/2023
5/31/2023	S	Enrolled Adopted, VV, (In recess 05/18/2023); SJ 16
6/8/2023	S	Signed by the Governor on 06/07/2023; Chapter 0066; Effective 08/06/2023

NH House

NH Senate

Other Referrals

Senate Inventory Checklist for Archives

Bill Number: SB 52-FN

Senate Committee: Transportation

Please include all documents in the order listed below and indicate the documents which have been included with an "X" beside

Final docket found on Bill Status

Bill Hearing Documents: {Legislative Aides}

Bill version as it came to the committee

All Calendar Notices

Hearing Sign-up sheet(s)

Prepared testimony, presentations, & other submissions handed in at the public hearing

Hearing Report

Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

Committee Action Documents: {Legislative Aides}

All amendments considered in committee (including those not adopted):

___ - amendment # 0722s ___ - amendment # 0792s

___ - amendment # 0818s ___ - amendment # _____

Executive Session Sheet

Committee Report

Floor Action Documents: {Clerk's Office}

All floor amendments considered by the body during session (only if they are offered to the senate):

___ - amendment # _____ ___ - amendment # _____

___ - amendment # _____ ___ - amendment # _____

Post Floor Action: (if applicable) {Clerk's Office}

___ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):

___ Enrolled Bill Amendment(s)

___ Governor's Veto Message

All available versions of the bill: {Clerk's Office}

as amended by the senate

as amended by the house

final version

Completed Committee Report File Delivered to the Senate Clerk's Office By:

Peter O'Neill
Committee Aide

8/10/2023
Date

Senate Clerk's Office AK